

670.5
7m31 v.29

MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXIX. No. 1.
WEEKLY.

BALTIMORE, JANUARY 31, 1896.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE
Manufacturers' Record Publishing Co.
MANUFACTURERS' RECORD BUILDING,
Lexington and North Streets,
BALTIMORE.

RICHARD H. EDMONDS,
Editor and General Manager.
C. R. MARCHANT, Business Manager.

NEW ENGLAND OFFICE—John Hancock Building,
178 Devonshire Street, Boston, Mass.
S. I. CARPENTER, Manager.

Special Traveling Representatives:
RICHARD S. EVANS,
I. S. FIELD.

SUBSCRIPTION, - - - \$4.00 a Year.
To FOREIGN COUNTRIES, - - - 25c. 6d a Year.

BALTIMORE, JANUARY 31, 1896.

The agitation of a ship canal across Florida has been resumed, and Senator Call has introduced a bill in Congress asking \$5000 appropriation for a survey of the route. The scheme is entirely feasible, and would save several hundred miles between Atlantic and gulf ports.

The Torrens land system, to which the Manufacturers' Record has so often referred, has been introduced in Chicago, having gone into operation there on January 20. In an interview with the Inter Ocean, Mr. S. B. Chase, the registrar under this system, said:

The original placing of a piece of property under the provision of the law costs the owner from \$20 to \$25, while every subsequent transfer will cost but \$3. This system makes it possible for a bargain to be made, the money paid over and the transfer completed in a single day. It will be as easy to dispose of property by means of a registrar's receipt as it is to sell a carload of grain through the medium of a warehouse receipt.

It is a matter of profound interest to the South that a system of such simplicity and such value as this should be introduced throughout this section. What Southern State will take the lead? The one that does will soon attract heavy capital for investment in real estate.

It is not given unto many papers to be able to look back over forty-six years of unbroken history, but the forty-sixth annual edition of the Baltimore Journal of Commerce, which has just been issued, is a reminder of the fact that for nearly half a century this standard publication has represented to the world the commercial interests of this city. The Manufacturers' Record extends to its neighbor the heartiest congratulations upon the excellence of its annual issue, and expresses the hope that increasing age may bring an ever-increasing and widening circle of influence and prosperity. Mr W. J. Ballantyne Patterson, editor and proprietor, has for many years been identified with commercial journalism, even prior to the purchase of the old Journal of Commerce a few years ago, and is seeking to give Baltimore a commercial journal worthy of the extent of its trade.

The Money Question.

The financial situation has not improved during the past few weeks. The protracted delay in remedial legislation is making it worse for the business of the country. The number of suspensions and failures and the amount involved are increasing, according to Dun and Bradstreet. The business men of the country are praying for relief from the present exigency and for such remedial legislation that financial troubles like those through which the country is now passing will hereafter be impossible.

Three weeks ago the Manufacturers' Record published some comments on the present financial condition of the country, and on the causes that had brought it about, and suggested that the people naturally looked to the bankers of the United States to devise a safe remedy for these ills. The main question submitted to their consideration was how to relieve the government from doing a banking business without jeopardizing its own credit and without harm to any business interest. Was it not possible to transfer all the responsibility for redeeming the legal tenders from the treasury to the banks, and to make it an object to the banks to accept that responsibility? Was it not practicable to secure at the same time an elastic currency sufficient for all the needs of business, and so fully protected under the law and the police regulation of the government that it would be at all times on a parity with coin, and be as surely good for its face value everywhere as are the various kinds of paper money that have been issued by the national government?

Since the publication of that article the Manufacturers' Record has had evidence that it was widely read by thoughtful business men, and by many members of both houses of Congress, and that while there is a general agreement among bankers, business men and congressmen that something should be done to relieve the country of its financial ills, there is also a wide diversity of opinion as to what remedial measure would be best. So great is this difference between men who are reputed to be safe and conservative financiers that the serious question arises, how can these divergent opinions be brought into harmony in support of a wise and practical measure.

A bill now pending in the House of Representatives appears to be an advance step in this direction. Its author, Hon. J. H. Walker, of Massachusetts, chairman of the House committee on banking and currency, who has made a profound study of these perplexing questions, was shown a copy of the Manufacturers' Record's article on "The Money Question," and asked to give his views concerning it. He courteously said:

"I have read with great interest the article in the Manufacturers' Record. It emphasizes the attitude of the men who should be the leaders and teachers of the masses of the people, which seems to be to stand aside and let the country drift

into deeper and still deeper financial difficulties. There never was a body of legislators more anxious to know what ought to be done under the circumstances, and more anxious to do the right thing, than the House of Representatives today. The universal reply made by congressmen to our committee, when solicited to adopt remedial measures, is, 'What do the bankers say of your proposed measure? Why do not the bankers propose something? If the bankers do not propose to Congress some bill to relieve the United States treasury aside of issuing bonds and \$500,000,000 to pay interest on forever, when the people are unanimously opposed to such bonds, we shall not do anything. Let the bankers come forward with a measure to relieve the treasury, and much more of the same sort. As long as the bankers demand the right to issue one-ninth more money than they now issue, that they may make more money by adding to the embarrassment of the treasury in more paper money, and that the tax on banking circulation, that cannot make matters worse, and those things only, we shall do nothing.' Congress will enact any measure that the bankers are agreed among themselves will relieve the United States Treasury. That is what we want. And Congress will enact no measure that bankers themselves, in the very breath they ask for it, say will not relieve the treasury, and will only allow the banks to issue more money and still further embarrass the treasury in redemption and only increase the bank dividends. Congress will gladly pass any measure to make banking more profitable if the bankers themselves will say it will at the same time relieve the United States Treasury situation. If this session of Congress adjourns without passing some comprehensive measure to compose the finances of the country, the bankers will be wholly to blame for its failure, in standing off and refusing to come to the assistance of the committee on banking and currency, while the committee is begging them to come to its relief with their counsels and support. The committee will give most diligent heed to any suggestion they may make that has the slightest chance of passing the House, but it will not consider old schemes that have failed in every Congress for twenty years, and if passed the bankers themselves say would not relieve the treasury."

We commend these thoughtful words and the bill of which Representative Walker is the author to the careful consideration of our readers. There will doubtless be many opinions concerning it, but it is certainly the first well-digested plan that has been brought forward to provide a remedy for present ills, and a strong safeguard against their recurrence.

The Remarkable Southward Trend of Population.

The predictions which from time to time have been made in the Manufacturers' Record as to the southward trend of population are being verified in a way that is amazing to those who

even less than a year ago did not believe that they would ever be realized. Within the last few months the movement of people from the North and Northwest to the South has become one of the most noticeable features of the business interests of the day. This is resulting in large purchases of land for colonization purposes, and the starting of enterprises which must have a wide-reaching effect upon the whole country. When it was announced in the Manufacturers' Record last fall that a colonization enterprise under the auspices of some Grand Army people of the West had been undertaken, with a view to settling 40,000 or 50,000 people on a 100,000-acre tract of Georgia land, the project was regarded with a great deal of skepticism. The public scarcely believed that it could succeed, and dire predictions of failure were heard. The dispatch from Fitzgerald, Ga., published in today's issue, shows, however, what has already been done, and indicates something of this remarkable enterprise, now commanding the attention of the entire country. Since last September some 5000 or 6000 Western people, many of them well-to-do financially, have settled on this property, and 100 or more are daily arriving. The movement is now assuming national importance. It is estimated by Mr. Fitzgerald, the organizer of this colony, that 35,000 or 40,000 people will be settled in that district within the next twelve months. The influence of such a great immigration as this, drawing population from every State in the Union and from Canada also, must necessarily be of a far-reaching character. It means many changes, many improvements, the commingling of the people of all sections and the union of energy and capital in the upbuilding of this section. What is being done at this point in Georgia is, however, being repeated, but on a smaller scale, at many other places throughout the South. As announced in the last issue of the Manufacturers' Record, a sale of 17,000 acres of land near Southern Pines, N. C., was closed last week to New York people, who expect to settle 1500 families on the property within twelve months. Another sale of nearly 18,000 acres in Mississippi has just been made to Western people, who expect to colonize it with Iowa farmers. There is scarcely a State in the entire South in which a number of enterprises of this kind are not being undertaken, and the aggregate value of land sold and the aggregate of population already coming this way already far surpasses the highest expectations of those who for the last few years have been predicting a great wave of immigration sweeping from the North and Northwest southward.

It is difficult to fully measure or state the influence of such a change as this. With the incoming of these thousands, giving assurance that within the next few years the South will be receiving from 300,000 to 500,000 new people a year, there will come an upbuilding of

agricultural interests, an advancement of manufacturing, a creation of wealth greater than was seen in the Northwest in the days when the mighty westward movement of population opened up that region and brought into existence such thriving cities as Milwaukee, St. Paul, Minneapolis, Denver and other places.

Added to what the South itself is doing, the wonderful effect which this movement of population will have, we can see before this section a period of activity promising greater results than have ever been achieved in any part of this country.

Gold-Mining in the South.

Readers of the Manufacturers' Record are aware of its persistent claims that the South will become one of the most important gold-mining regions of the world. That there is a vast supply of gold-bearing ores throughout this territory is universally admitted, but thus far most of the efforts made to develop these properties have not been financially successful. This has been due in part to bad management, in part to foolish efforts at stock speculation rather than legitimate mining, and in part to the cost of reducing under old methods some of the refractory ores of the South. Since recent improvements have demonstrated the possibility of handling at a profit even the lowest grade of Southern gold ores, and since the success of companies operating on these systems is now universally conceded, it is generally admitted that the time has come when the South will begin to play an important part in the world's production of gold. Coincident with this, more thorough investigations are demonstrating the fact that the South has a vast quantity of gold ores yielding very much larger results than has been generally supposed. With the world's increasing demand for gold, and the craze for gold-mining that is opening up even the uncivilized portions of the earth, new attention is being given to the South, and within the next few years the Manufacturers' Record feels sure there will be in the South gold-mining operations which in extent, in output of gold and in profit on the capital invested, will rival what is now being done in Colorado and other Western States. The Manufacturers' Record recognizes that to many this may look as a somewhat visionary forecast, but it is not making these statements without knowing something of the foundation on which they are based. In times past its predictions regarding iron production, cotton manufacturing, diversification of Southern farming, immigration and other subjects, when first put forth, were very generally ridiculed, but it is gratifying to know that without exception the results have demonstrated their correctness. As in the past, when it predicted that the South would become an active and successful competitor with Pennsylvania in iron production, with New England in cotton manufacturing, that the tide of immigration would turn from the West to the South, it knew whereof it was speaking; so in the gold-mining forecast we believe that we understand the full force and meaning of these predictions, and realize that while they may seem visionary now, the future will show that they are based on a solid foundation.

If you want to sell Southern property or attract Northern and Western settlers, advertise in the *Southern States* magazine, published by the Manufacturers' Record Publishing Co., Baltimore, Md.

OF FAR-REACHING IMPORTANCE.

Growing Prosperity of Southern Farm Interests and Increasing Diversification of Crops.

No publication bearing upon business matters of interest to the country at large has been issued for many days exceeding in value the report in the January issue of the *Southern States* magazine, of Baltimore, upon the condition of Southern farmers. This summary of over 500 detailed reports shows that a great economic change is taking place; that Southern farmers are improving in financial affairs in proportion as they are diversifying their crops; that they are less in debt than for many years; that they have on hand large stocks of provisions and corn; and as a proof of the rapid growth of diversified farming the official statistics of corn production are given, showing a total yield in the South in 1895 of 607,000,000 bushels, against 483,000,000 bushels in 1894 and 435,000,000 bushels in 1893. These facts are of wide-reaching importance. They bear directly upon every phase of business in this country and must have a powerful effect in swelling the tide of immigration now moving southward. The *Southern States* magazine says:

"Reports from nearly every part of the South for the past year or more have indicated that the farmers of that section had suffered far less from the hard times than the farmers of any other part of the country. In particular, during the last three or four months, since the harvesting of the 1895 crops, there have been multiplied evidences of the fact that the Southern farmers were, as a rule, better off than they have been for many years, and incomparably better off than the agricultural classes in the North and West. The local papers throughout the South have published in almost every issue accounts of improved conditions, and have told how farmers were raising their own provisions instead of importing them from the West as formerly, and, as a consequence, were less in debt to the merchants and had food supplies stored away for the coming year.

"In order to present a comprehensive survey of the whole South in this regard, the *Southern States* undertook to get simultaneous reports from all parts of the South through the local agents of the railroads. These agents are, as a requirement of their positions, necessarily above the average in intelligence, and their business, besides bringing them into continuous contact with both the merchants and the farmers in their neighborhoods, affords other opportunities for judging accurately as to prevailing business and financial conditions.

"Probably nothing has ever been published in exposition of the capabilities of any country more remarkable than the collection of reports presented in the following pages. These reports are noteworthy not only for the conditions they show to exist, but for their astonishing unanimity. Here are more than 500 letters from correspondents all over the South, to whom were submitted certain questions, and who, with scarcely an exception, send answers that are practically almost identical in tenor, the favorable conditions they set forth varying only in degree.

"A study of these reports will show why the Southern farmer is in better shape than he has been for many years. It will be noticed that the answer to the first question—'How does the present financial condition of farmers in your vicinity compare with that of former years?'—bears, all the way through, an almost unvarying relation to the answer

to the second question, 'Are they raising more foodstuffs than formerly?' Wherever, for example, it is stated that the farmers are in a conspicuously better condition now than hitherto, it will be found to be stated that the quantity of food supplies raised in proportion to cotton has been very greatly increased. Where it is said that farmers are moderately better off than in recent years, the answer to the second question will be found to be that they have slightly increased the amount of foodstuffs raised, and in such exceptional cases as show that the farmers are no better off than formerly, it will be found that there has been no diversification of their products.

"That is, the condition of the farmers has improved in proportion to the extent to which they are raising corn, meat and other food products.

"Ever since the war the predominant crop of most of the South has been cotton. This was the one thing that would sell for money anywhere at any time. When cotton brought such prices as prevailed for many years after the war, it seemed to the planter much more profitable to devote himself entirely to cotton and buy his food supplies than to raise these at the cost of raising less cotton. And he was right then, but the unwisdom of this course as a fixed policy became evident when cotton continually declined in value, until it reached a price lower than what it cost a great majority of the growers to produce it.

"Moreover, most of the planters began to live on their crops a year ahead by buying all their living supplies on credit, pledging their prospective crop to the merchants as security. Under this method they paid enormous prices for what they bought, and at the end of the season, after turning over their entire crop to the merchant at the market price, they were fortunate if they were not left in debt to him. With the price at which cotton has been selling for several years past, this sort of thing could not continue, of course, and farmers began to realize that to keep from starving they must raise things to eat.

"Gradually from year to year the number of hogs raised and the acreage given up to corn and other cereals and to hay and sorghum have increased, and in 1894 in many parts of the South these products, with fruits and vegetables, were given predominant attention, while cotton was made a subordinate crop. As a consequence, the farmers who adopted this policy had plenty to eat and possibly something to sell, and what money their cotton brought them was, in large part, a surplus.

"The manifestly good effects of this method led to its wider adoption in 1895, with a corresponding improvement in the condition of the farmers.

"It may naturally be asked why Southern farmers are better off than farmers in other parts of the country where diversified farming obtains and where food supplies are raised at home. There are many reasons why this is so. Farming is far less expensive in the South than in the North. Pork costs less to produce, because hogs can almost support themselves the year around. There are no long, hard winters through which they must be fed. The same may be said of other meats. Milk and butter cost less for the same reason. Because of the short, mild winters, the outlay for feeding stock generally is insignificant in comparison with this expense in the North, and the cost of fuel and winter clothing is greatly reduced. Moreover, instead of having the soil locked up by frost for a considerable part of the year, the Southern farmer can be getting something out

of the ground nearly all the year. His table may be supplied from his garden for much of the time that the Northern farmer is obliged to be paying out money for canned goods and groceries. And there is a wider range of products in the South than in the North. Not only are all the staple field, garden and orchard products of the North grown in the South, but many other things besides. Nearly everything that can be raised profitably in the North can be raised in the South, but there are many profitable Southern crops that are not possible to the Northern farmer at all.

"These truths have been over and over again emphasized in the *Southern States*. It is not necessary to elaborate them or to add to the enumeration here. Enough has been said to show that general business conditions and markets being the same, the Southern farmer is potentially infinitely better prepared to make a living than his Northern brother. The facts brought out, therefore, in the following reports are not only amply sustained by this overwhelming accumulation of testimony and by similar testimony from other sources and through other channels put forth during the last few months—these facts are not only proved to exist, but are shown to proceed from entirely reasonable and natural causes.

"It may be said by way of summarizing these reports that Southern farmers, as a class, are less burdened with debt than they have been at any previous time since the war; that they are now more and more every year producing at home their own provisions and becoming less and less dependent upon the West for corn, flour, pork, hay and like supplies; that growing these things themselves they are saving the enormous profits on them formerly paid to supply merchants, and that living thus on their own resources they can count largely as profit whatever they may receive for such cotton as they grow. While, as a rule, there is little money in circulation, the farmers are living better than ever before, not, of course, because of the scarcity of money, but in spite of it, and because of a wider and wiser utilization of natural resources and capabilities. It is shown, however, that in some sections the proceeds from the sale of cotton and the surplus of other crops has been more than enough to pay up back debts, and that farmers, besides buying such needed supplies as cannot be raised, are improving their farms, buying new furniture, vehicles, farm implements, etc., and, in some cases, are lending and investing money.

"That this condition of existing and increasing comfort and comparative prosperity can be found at all anywhere in these times of universal business depression and stagnation, with the present low and continually falling prices of all farm products, is a thing to excite surprise and wonder. There is wide room for conjecture as to what might be the outcome of right methods of farming in the South under conditions of general prosperity and good prices, and the present status, under the circumstances, is the most complete and conclusive demonstration of the marvelous agricultural capabilities of the South. It is not surprising that farmers in large and daily increasing numbers are moving to the South from other parts of the country."

The experiments in road-making in the vicinity of Montgomery, Ala., have proved so successful that the board of revenue of the county has contracted for the building of thirty miles of additional roads at a cost of \$100,000. The money is already in hand, and the work will be commenced without delay.

OUR MANUFACTURERS IN CONVENTION.

A Remarkable Gathering at Which Questions Affecting the Present and Future of the Greatest Industry of the United States Are Discussed in a Practical Business Way.

(Special Cor. Manufacturers' Record.)
Chicago, January 24.

The National Association of Manufacturers held its convention in Chicago last Tuesday, Wednesday and Thursday, January 21, 22 and 23. The most sanguine friends of the movement had not even hoped for the notable results achieved by the meeting. The vital work, deeply affecting the future of the organization and manufacturing interests, may be summarized under five heads:

1. Number and character of the delegates.
2. Changes in the constitution.
3. Resolutions adopted.
4. Officers selected for the coming year.
5. Spirit of the addresses.

The Delegates.

The attendance was greater in number than expected, and represented every important manufacturing State in the Union. In the deliberations for commercial advancement no party or sectional lines were visible. While at the Cincinnati convention last year two-thirds of the registry were from that city, yet in Chicago this year not over five in each hundred were local manufacturers. This was not owing to any lack of interest in the work, for, as a matter of fact, Chicago, through the great interest and efforts of John B. Kirk, who, very fortunately for the association, and against his will, was compelled to accept re-election to the vice-presidency for Illinois, before the convention had a larger membership and had paid more money into the treasury than any other city or entire State. The high character of the Illinois representatives may be seen from the following list of delegates:

William Deering Harvester Co.
Winslow Bros. Co.
American Radiator Co.
Swift & Co.
Western Electric Co.
Link-Belt Machinery Co.
W. W. Kimball Co.
Elgin National Watch Co.
Pullman Palace Car Co.
Allan B. Wrisley.
Troy Laundry Machine Co.
The National Malleable Castings Co.
Sullivan Machinery Co.
Morgan & Wright.
New York Biscuit Co.
George P. Bent.
Heath & Milligan.
Cudahy Packing Co.
Diamond Match Co.
American Book Co.
Chicago Railway Equipment Co.
American Biscuit & Manufacturing Co.
National Linseed Oil Co.

The delegations from other States were equally representative of the enormous interests at stake. Warner Miller, for instance, brought with his party from New York such well-known men as Wm. F. Cochran, Henry Valentine and ex-Mayor Schieren. On this point of representation the Chicago press was extremely loud in its praise, placing the total value of the plants represented at \$3,500,000,000.

Changes in the Constitution.

The changes in the constitution, so that the membership is made up henceforth of individuals, firms and corporations, is a marked advance over the old method. The reasons for the change were threefold:

1. The associations of the country have

no need for an organization of organizations.

2. The old plan failed to provide sufficient revenue for the needs of the treasury; and,

3. The manufacturers wish to be in direct touch with the commercial department of the National Association, and not reach its facilities through other bodies, in which usually are found all their competitors in the same line of business.

The Hon. Frederick S. Fish, of the Studebaker Bros. Manufacturing Co., eloquently upheld the majority report, which advocated the changes. He said in part: "This organization, to my mind, will be a success or a failure as it chooses between the two reports today. The one report will make you an effective body, capable of accomplishing something, and the other will give you a society that can meet and deliberate, but always lack the ways and means for going beyond their deliberations and the hall within which they deliberate."

"If it had not been for individuals, firms and corporations, we would not have had a convention. And furthermore, had it not been for the patriotism of individuals, firms and corporations, who have voluntarily put their hands in their pockets and subscribed to the working fund of this organization, we would not have been able to hire a hall. Do you suppose this organization, composed of societies paying \$50 a year, will have funds enough in its hands to accomplish its objects? If you depend upon existing organizations you will never be able to pay the carfare of a representative down to Washington or anywhere else. There are 125,000 manufacturers, individuals, firms and corporations in the United States entitled to the term manufacturer, and of these, say, we could secure as members a third, that would be in round figures 40,000. I believe we will have a third of them in this association within the next two years, providing you have the means to do the missionary work, in which case this association would be the biggest power in America. We want to be properly and fairly represented in the government, and we want to exercise influence. Suppose we have \$50 from each of 40,000 manufacturers, you would then have a fund of \$2,000,000, and you could carry the flag of American manufacturers into every part of the known globe, and establish agencies wherever you have not already an effective consular system. That is practical business, and it is practical representation, not with the voice, but with the pocketbook, which is much more effective."

After considerable discussion of the subject, the sentiment of the convention was so greatly in favor of the majority report that Mr. McDougall withdrew the minority report. The question was then put, and the majority report was unanimously carried.

The other changes in the organic law of the body, with one important exception, referred to below, were such as naturally followed the above vital action. The association is now a virile power directly in the hands of the manufacturers of this country, and for their needful and proper commercial uses.

Resolutions.

Over 100 resolutions were introduced. The admirable work of the committee to which these were referred was one of the features of the gathering. Fred. S. Fish, general counsel of the Studebaker Bros. Manufacturing Co., of South Bend, Ind., was the chairman, and under his trained hand the documents were assorted, digested and reported with the utmost fairness and care. Many were reported unfavorably because they were local in character and not properly a part of the work

of a national body. The Cuban resolutions, introduced by Mr. Barber, of Detroit, were reported unfavorably, but not because the members of the National Association of Manufacturers are not in full accord with the magnificent struggle for freedom now being waged in that fair island. For the same reason, resolutions concerning the Monroe doctrine were not presented to the convention. Where appeals were made to take these and similar resolutions from the committee, the latter were invariably sustained by the vote.

As to the work outlined by the convention, the following principles were enthusiastically reaffirmed and dilated upon. "To the largest possible extent our home market should be retained and supplied by our own producers, and our foreign trade relations should be extended in every direction and manner not inconsistent therewith."

"The principle of reciprocity should be embodied in national legislation, in accordance with the requirements of equity, so that reciprocal trade relations between the United States and foreign countries may be developed and extended."

"Believing that ships sailing under the flag of the United States should carry our entire maritime commerce, and in view of the injury thereto by subsidized foreign shipping, we declare in favor of a judicious system of subsidies as a means to the complete restoration and extension of our merchant marine."

"The Nicaragua canal, being essential to the commerce of the United States and of national importance, we favor its construction and operation under the control of the federal government."

"Our natural and artificial waterways should be improved and extended by the federal government to the full needs of commerce, connecting the great lakes with the rivers of the Mississippi valley and the Atlantic seaboard."

The convention, before adjourning, passed the following specific instructions to its executive committee, all of which look very much like serious business:

"Resolved, That the National Association of Manufacturers, assembled in convention, hereby direct the executive committee, immediately after the adjournment of this convention, from among the members of the association, to appoint the following sub-committees, with instructions to act with all possible celerity:

"1. A committee to place expert commercial agents in all markets covered by the agents of the National Board of Trade of Great Britain, and at such other points as may seem expedient, and that the order of placing said representatives is suggested as follows: Mexico, Africa, Australia, China or Japan, Central and South Americas, West Indies; the conditions for the free services of these agents to members of the National Association of Manufacturers to be formulated and issued to all members forthwith."

"2. A committee of publications to supply the members of the association with statistics and other information tending to inform manufacturers concerning the present movement, and especially with a view of facilitating the enrollment of 10,000 members within one year from the present date."

"3. A committee to secure such legislation as will create a new member of the Cabinet, to be known as Secretary of Manufactures."

"4. A committee on re-establishment of treaties of reciprocity, which, if necessary, shall visit certain of the republics south of the United States."

"5. A committee on the home market, to consider questions of national revenue which affect manufacturers."

"6. A committee on ways and means for the work of this association."

Officers.

Lastly, the selection of officers was a serious question, and the solution a happy one. The following is a list of the executive committee, the twelve vice-presidents of which represent the twelve States having the largest value in manufactured output:

Theodore C. Search, president, Philadelphia, Pa.

Robert Laidlaw, treasurer, Cincinnati, Ohio.

E. P. Wilson, secretary, Cincinnati, Ohio.

Warner Miller, vice-president, New York city, N. Y.

John H. Converse, vice-president, Philadelphia, Pa.

John B. Kirk, vice-president, Chicago, Ill.

Elwyn W. Lovejoy, vice-president, Lowell, Mass.

Thomas P. Egan, vice-president, Cincinnati, Ohio.

L. D. Kingsland, vice-president, St. Louis, Mo.

Frederick W. Snyer, vice-president, Milwaukee, Wis.

P. E. Studebaker, vice-president, South Bend, Ind.

Benjamin Atha, vice-president, Newark, N. J.

John B. Howarth, vice-president, Detroit, Mich.

Pliny Jewell, vice-president, Hartford, Conn.

H. L. Story, vice-president, San Diego, Cal.

Under another change in the constitution, the above fifteen members of the executive committee will elect four additional members at large, and it is generally supposed that the South will have a voice by this provision upon the committee. Of course, a vice-president is elected for each State and Territory, the same as last year.

Mr. Dolan refused re-election, to the poignant regret of all, but great wisdom was shown in inducing Theodore C. Search, of the John B. Stetson Co., of Philadelphia, to accept leadership.

Mr. Search is a broad-minded, patriotic man, who easily commands the respect and admiration of all manufacturers. His work in connection with the founding of the Textile School at Philadelphia was invaluable, and resulted in a beneficent and noteworthy achievement. Mr. Search is conservatively aggressive, and will lead the association to results which would not be possible of attainment under the guidance of a less resolute and cultured presiding officer.

The other members of the committee, with two exceptions, were re-elected. Mr. Shallenberger, of Pennsylvania, and Mr. Salomon, of New Jersey, refused re-election, and John H. Converse, of the Baldwin Locomotive Works, of Philadelphia, and Benjamin Atha, of the Benjamin Atha and Hingsworth Iron and Steel Works, of Newark, were unanimously elected to the vacancies. Mr. Salomon is now abroad, and will remain away for some months, and so informed the convention.

The roster of the officers has given great satisfaction, and the members went home in high feather, with sanguine hopes for the future, a determination to work for the upbuilding of the National Association of Manufacturers, U. S. A., all of which augurs well for the coming year.

Voices from the Convention.

The Hon. Warner Miller is always a much sought man, and had no sooner arrived at the Auditorium Hotel in Chicago than he was surrounded with a bevy of newspaper men. The efforts on the part of the papers to secure expressions from the famous New Yorker were con-

tinuous, and scarcely an issue of the paper appeared while Mr. Miller was in Chicago which did not contain words from his lips. The following, especially the last five lines, is of great interest:

"The object of the association is to get the manufacturers of the country in touch with each other and the industrial life of the nation, and to create a public sentiment that will influence Congress to establish the policy of reciprocity, and to foster the creation of fast mail and direct communication with South American nations, Japan, China and other points whose trade should be ours.

"We must have mail and rapid communication with these countries, or we can never have their business.

"The Manufacturers' Association is also interested in great internal waterways and communications, and in the building of the Nicaragua canal, which is a necessity for modern commercial intercourse between the Atlantic and Pacific coasts, as well as between China, Japan, South America and the Sandwich Islands. It is also a necessity for our national defence. When the canal is built it will practically obviate the necessity for a double navy to guard our Atlantic and Pacific coast, for it will not only connect both, but decrease the space between them 10,000 miles.

"The association will take the ground that the Nicaragua canal should be owned and operated by the United States. As to the completion of that enterprise there can be no doubt. I know that the canal will be built, and if the United States does not build it, Europe will, and then there will be another pregnant cause of war when national troubles and jealousies arise. The present Venezuelan question emphasizes the necessity for this country of the canal, and the company can build it if the United States will quit fooling about it. Money for its construction could long ago have been secured from Europe if our national legislature had not been talking and passing resolutions about its ownership. But this government has no right to expect that people who have already put \$5,000,000 into the canal will wait much longer for its action, and by doing so endanger the concessions granted. If Congress does not do anything this session we will feel perfectly free to look elsewhere for the means to complete the link between the oceans. We have never gone to Congress to ask favors, but if the report of the commission sent to examine is such as has been given out in the papers, we are prepared to disprove beyond any denial its falsity. We can prove by the best engineers in this country and abroad that our work is feasible. That commission was created by our enemies, and when the report is published authoritatively we will make our reply to it."

The opening address of President Dolan was replete with thoughtful and progressive suggestions, and it set a high standard for the quality of the work to follow. The appended extract from this valuable contribution to the discussion of economic questions of the times will present an idea of the weight of the message:

"The markets of the world in which a manufacturing nation can compete are already occupied by eager rivals, most of whom can produce more cheaply than we can. Surely we have little to gain by engaging, without first procuring some advantage, in that fierce contest. If we are to enter the struggle with any hope of success, let us do it with the prestige supplied by reciprocity treaties. (Applause). And I venture to suggest to this association that it shall endeavor to have restored at an early day that reciprocity system which promised so much in the brief period of trial which it was per-

mitted to have before it was overthrown.

"One of the needs of the home market which we hold as a precious possession is multiplication of the avenues of communication between our own people; and to this end this association, when it was organized at Cincinnati, declared one of its purposes to be the advocacy of the extension of the system of interior waterways. Canals do not hurt railroads. They supplement them, and by making equity in matters of rates certain they stimulate traffic to the advantage of both railways and canals. Of these facts the Erie canal furnishes the proof. It has made New York city great, and by doing so has created for the railroad companies business which but for the canal would probably have had no existence. Commerce means movement of goods. The question of transportation, therefore, is a vital one in commercial operations. The requirement of equity for shippers is that there shall be stability of rates, and with it an assurance that all shippers must pay the same price for the same service. One method of making favoritism impossible is to build public waterways whenever opportunity offers. France is threaded with canals, and France is the most prosperous country in Europe today."

Thomas McDougall, of Cincinnati, received much applause for upholding the non-political character of the association in the following passage from his speech delivered on the opening day of the convention:

"Your chairman has spoken with such ability, with such clearness and with such unanswerable arguments in favor of a home market that it does not seem to me that much more is left to be said on that subject. (Applause). I assume that the home market is based upon the well-known adage that charity begins at home. The home market for American producers is sound business sense. It is true charity, and it ought to be the policy of the American people, irrespective of politics. (Applause). We have an authority which to many of us is beyond all other authority, which settles that question for all time, when it says: He that provideth not for his own, and especially for those of his own house, hath denied the faith and is worse than an infidel. (Applause). Now, you can try and find out where that authority is. Irrespective of politics, it ought to be the business of the American people, through their representatives in Congress and in the State legislatures, so far as legislation can reach it, to secure to the American producer the American home market, and there ought not to be any politics, in any sense of the term, in legislation that affects the home market of the American people. (Applause). Therefore, if we differ as to the method of securing that market, do not let us assume for a moment that politics cuts any figure in the legislation essential to the protection of that market."

Heber Clark reported on the matter of Oriental industries in the following statement, which seemed to greatly amaze even veterans in the body, but to the evident approbation of two Japs in the front row of seats:

"The committee appointed to inquire respecting the development of manufacturing industry in the far East, and particularly in Japan, desires to make the following report:

"The movement for the establishment of manufactures in the countries referred to is of a remarkable character. Practically it began within the last ten or fifteen years, and it has continued, with accelerated force, until the present time. In 1863 the first cotton-spinning mill was erected in Japan, with 5456 spindles. The business did not at first show signs

of rapid growth, but in 1883 there were sixteen mills, with 43,700 spindles. In the report of the Yokohama Chamber of Commerce for May 5, 1894, the following statistics were given: At the end of 1883 there were sixteen mills, with 43,700 spindles; at the end of 1888 there were twenty-four mills, with 88,140 spindles; at the end of 1892 there were thirty-nine mills, with 403,314 spindles; at the end of 1893 there were forty-six mills, with about 600,000 spindles. The same report adds: 'A still more rapid increase is expected in the near future; large orders, it is known, have been placed for more machinery, some for yarn of the finer qualities.' This promise of increase has been fulfilled. New cotton mills are being erected, and Japan threatens to become a bold and large competitor for the trade of the world in cotton fabrics. The Japanese use the latest improved American and European machinery in this and other industries established by them. They begin with mechanical appliances that are superior to those found in some American mills.

"But Japan does not confine herself to spinning cotton. Her people are introducing a great variety of manufacturing industries, all using improved machinery, and they are imitating the patterns and inventions of the Western nations with impunity, because there is no protection for either the patents or trade-marks of foreigners in Japan.

Pushing Out American Products.

"Are the products of the Japanese factories to be sold only in Eastern markets? By no means. They are already appearing in the markets of the United States. In a letter dated November 30, 1895, William M. Bunker, editor of the San Francisco Daily Report, said:

"Articles of Japanese manufacture, since the close of their war, are being received of equal quality with American manufactured goods, and at prices so low that our manufactories of these articles must close unless relieved by congressional action. Report stated that H. E. Reynell, of Kobe, Japan, established an agency in San Francisco, in the Crocker Building, Edward O. Burns being their agent, for the sale of Japanese manufactured goods for the purpose of underselling American products. Similar agencies are being established East and West now by representatives of Japanese houses. The agency here is now selling the best parlor matches, in tin-lined box, in box and case lots of fifty gross in a case, delivered to the merchant freight and duty paid, at thirty cents per gross. He also sells doors, sashes, blinds and all articles of woodenware, cooperage stock, etc., of Japanese manufacture at from 30 to 50 per cent. less than they can be manufactured for in this country, with all freight and duty paid by the Japanese importers; also clocks, watches, bicycles, boots, shoes, clothing, hats, caps, gloves, fancy goods and notions on similar terms. Their agents are buying cotton-mill machinery and shipping to Japan, and will take our cotton from here to Japan and send it back manufactured for less than it can possibly be manufactured for in this country. They also take cargoes of Pacific coast lumber, manufacture the same in Japan into woodenware, etc., and return same here manufactured at 50 per cent. less than our manufacturers' wholesale prices."

"Articles of Japanese manufacture have appeared in our Eastern cities, rivaling and underselling American articles suitable for similar purposes. Japanese matting is now crowding out cheaper kinds of Philadelphia carpets. Japanese rugs, made in imitation of American patterns, are sold in great quantities in pref-

erence to American rugs of higher value. Brushes are sold at retail in Eastern cities for about the American value of the manufactured bristles. American watch-case-makers are selling to Japan cases for excellent movements made there for this market. There can be no concealment of the fact that some of our manufacturing industries are gravely menaced by this rivalry of a country where skilled labor may be had at a cost of ten to fifteen cents a day, or less than one-tenth the cost of such labor in our own country. Your committee does not care to discuss the causes of this menace or the methods by which the peril may be averted. We believe that the National Association should, however, take cognizance of the matter, and should ask that Congress shall investigate the subject in a thorough and comprehensive manner, so that the people may fully understand it. We therefore recommend the adoption of the following resolution:

"Resolved, By the National Association of American Manufacturers, in convention assembled in Chicago January 22, 1896, that the Senate of the United States is hereby respectfully requested to appoint a commission, or to direct one of its own committees, to inquire respecting the alleged invasion of our market and the menace offered to American manufacturing industry by the products of cheap Oriental labor, and to determine what is the cause of this menace and what means should be adopted to avert the threatened injury to domestic producers."

By unanimous vote, with the modification that the whole of Congress is to be appealed to instead of merely the Senate, the closing resolution of the report was adopted.

"We want no legislation," commented Heber Clark, "but chiefly an inquiry as to the cause."

The association's new chief executive is the president of the John B. Stetson Hat Co., the biggest hat company in the world. He is also the founder and present head of the Philadelphia Textile Training School, the first one established in the United States, and pronounced by the National Commissioner of Education the best in existence anywhere. Mr. Search not only originated the famous institution, but brought it up to a splendid condition of efficiency. His short occupancy of the chair the closing day proved him a model presiding officer. "President Search," said Heber Clark, of Philadelphia, "is regarded by the manufacturers of all Pennsylvania as exceptionally able, intelligent and wise."

In a brief impromptu address immediately following his election, among other things, President Search said:

"To me it seems that one of the first things which the manufacturers' organization should strive for should be a return to the principle of reciprocity. American diplomacy has had but few triumphs to its credit, but the reciprocity treaties made by our government under the McKinley act were genuine diplomatic triumphs, of which every patriot should be proud. While reciprocity was not given a fair chance to show what it could do for manufacturers, yet the volume of foreign trade undoubtedly increased largely, and this increase would have gone on indefinitely, with growing profits to our manufacturers and merchants. Notwithstanding the well-known value of our home market, the time has arrived when we may with propriety look to other fields for the absorption of the surplus production of our labor. Reciprocity stands among the highest kinds of commercial legislation, in my judgment, which the interests of manufacturers of the country demand.

"Next in importance, and concurrent with reciprocity, should go the building of a canal across the Isthmus of Panama by the federal government. So important would be such a canal in time of peace, and so valuable would it be for strategic purposes in times of war, that it is difficult to understand the indifference of our legislators to this great work. Nothing could more quickly develop the Pacific coast, and, as President Hayes so wisely put it, the building of such a canal 'will mean practically the continuation of our Atlantic coast line with our Pacific coast line.' Control of such a canal should be vested solely in the United States. Recent diplomatic experiences demonstrate that any other arrangement would be unsafe. While we have no quarrel with any other nation, and breaks in our friendly relations are to be deplored, yet we should not shut our eyes to the fact that the Isthmus of Panama is the only obstacle to a circle of English waterway routes girdling the globe. The strategic and commercial importance of a canal at this point has not escaped our commercial rival's eye, and it is certain that we cannot longer neglect to construct this great isthmus waterway without endangering our commercial advantages and imperiling our national rights.

"I believe that we manufacturers ought this time to cease standing on the defensive. (Applause.) What we need is the policy that needs aggression, that is sufficient to maintain our principles, conduct our own business, and keep us in friendly relations with the world at large. Only let us have that courage to meet all these questions open-handed and open-hearted on a fair field, and we shall push our industry and business throughout this nation all over the world. Our home market is the thing we want to maintain first of all. Let us maintain that. Let us try and keep the wages of laboring people at such a point that we can sell what we make. (Applause.) I am not one of those who defend lowering wages for our working people. I know that the wages which we give them is the only sinew of war which we possess which will enable us to fight our battle as we ought. The man who receives a weekly wage of \$20 has twice the purchasing power of the man who has only \$10, and it returns to us week by week and month by month. Let us therefore enact a law that shall maintain them in right wages and which will give them liberty and happiness and will give us success."

Then came the closing chapter, Ulysses D. Eddy's address on "International Banking," in part as follows:

"An international banking system is a necessity in enlarging our dealings with other nations. At present our merchants are obliged to be also bankers, and while they have been able to finance the business now done, will find themselves unable to cope with a greatly increased trade, unless banking facilities are created. The capital and surplus of the national banks of this great commercial and manufacturing centre, the city of Chicago, is but \$25,000,000. Compare these figures with the \$540,000,000 of the English banks and bankers, and consider that in addition to these vast sums the deposits of \$1,200,000,000 represent but a part of the capital of British merchants trading with foreign countries. With this banking system, England not only handles her own foreign commerce of over \$3,000,000,000, but she also finances the larger part of the transactions between other countries, and may be said, through her banking organization, to make a profit on the trade of the world. We are England's greatest customers, and her trade with us and Canada exceeds \$650,000,000 annually. About

\$100,000,000 of her banking capital is specifically assigned to financing this business. She does a trade of \$267,000,000 with India, and uses \$60,000,000 of banking capital for the purpose. A British merchant or manufacturer may draw against a shipment to any part of the globe, and cash the draft at once, while an American merchant or manufacturer must be his own banker if he engages in foreign trade, unless he has an established footing in London, in which case he may avail himself of English facilities."

A paper on "A Department of Manufactures," by Mr. Richard H. Edmonds, editor of the Manufacturers' Record, introduced by Warner Miller, of New York, was most favorably commented upon, and a resolution was introduced by Col. A. L. Conger, of Akron, Ohio, asking Congress to create a new officer of the Cabinet, to be known as the Secretary of Manufactures. The following passage from Mr. Edmonds's paper created little less than a sensation when read in convention:

"Probably nine people out of ten are under the impression that the extent and value of the agricultural products of the United States far exceed the value of the manufactured products. Instead of this being true, the total value of manufactured products in 1890 was \$9,370,107,624, whereas the total value of all agricultural products for that year, as reported by the statistician of the United States Agricultural Department, was \$3,800,000,000." As did the following:

"The United States is now the leading manufacturing country of the world. We have far outstripped all other nations in the magnitude of our industrial operations. It is almost incomprehensible that in ten years the increase in capital invested in manufactures should exceed by \$1,000,000,000 the total capital so invested only ten years before. That this capital rose from \$2,700,000,000 in 1880 to \$6,500,000,000 in 1890, and is now ten times as great as the aggregate capital of all the national banks of the country, is one of the wonders of the business world, unequalled in history."

These statistics, showing the supremacy of manufacturing industry over agricultural products, came in the nature of a revelation to many. President Dolan and others had, previous to the reading of Mr. Edmonds's statement, referred to manufacturing interests as secondary to husbandry.

New Orleans Grain Trade.

Among the prominent visitors recently in New Orleans was Mr. James C. Stewart, of J. C. Stewart & Co. This firm has built some of the largest elevators in the South, and has recently completed one for the New Orleans & Western Railway Co. at Port Chalmette. Referring to the grain trade, in an interview, Mr. Stewart said:

"The people of this city do not, apparently, appreciate the importance of the grain trade which is developing here. It was grain that built up Buffalo and made it the city it is today. The canal boats do a tremendous business, and all of them carry grain into that city. If the grain business alone has done so much for Buffalo, what could it not do for New Orleans with this city's many other advantages? Why, there is the Southport elevator. It has a capacity of 162,000 bushels. This season it has already handled 5,000,000 bushels of grain. It has been taxed to its utmost. All the Southern ports are realizing the importance of this trade. The Mobile & Ohio road is going to build an elevator with capacity of over 100,000 bushels. I believe that this season New Orleans will export 12,000,000 bushels of grain. Last year only 4,000,000 bushels were exported."

VIEWS OF CONGRESSMEN.

Senators and Members of the House Discuss the Suggestion Made Looking to the Creation of a Department of Manufactures and Commerce.

Washington, D. C., January 23.

Responding to yours of January 22, enclosing document on the subject of "A Department of Manufactures and Commerce," and requesting my opinion and suggestions, I beg to say I have not given the subject that careful examination one should bestow upon it before committing himself fully. I will say, however, the subject is one well worthy of careful investigation, and I thank you very sincerely for your very interesting article, which shall have my very careful consideration. As a general proposition, I stand ready to favor any legislation which will have a tendency to sustain and build up our manufacturing and commercial interests. Thanking you for your contribution to the general subject, and promising to give it careful study.

I am, yours very truly,

JOHN H. MITCHELL.

Washington, D. C., January 23.

Acknowledging your favor of 22d inst., I beg to say that the subject of your letter and its enclosure interests me, and will give it the earliest possible attention.

JOHN M. PALMER.

Washington, D. C., January 23.

The Cabinet is already unwieldy, in respect of numbers, and I doubt if another should be added. The Secretary of Agriculture has a relation to the government that is almost perfunctory as to the influence of that department. I would prefer to add to that department the bureau of manufactures and commerce, including works of internal improvement. I think such a measure could pass Congress. I do not believe a bill would pass creating an additional department. The title would be, "Agriculture, Commerce and Manufactures." Such a department would require a first-class man for secretary, and would not necessarily be filled by one who is an agriculturist.

JNO. T. MORGAN.

Washington, D. C., January 23.

The suggestion of a department of manufactures and commerce is a good one. I favor it. Permit me to avail myself of this opportunity to express my appreciation of the good work the Manufacturers' Record is doing, especially in chronicling and encouraging industrial development of the South.

N. C. BLANCHARD.

Washington, D. C., January 23.

I have given "A Manufactures Department" no thought, therefore I am not prepared to say anything. However, I am generally opposed to making any more offices.

JAMES Z. GEORGE.

Washington, D. C., January 23.

I have no question whatever but that manufactures and commerce, including shipping, should receive from Congress a like recognition with agriculture, and that a department of manufactures and commerce should be created. This country can produce from its mines, its farms and its various industries more than it can consume at home. It must shortly, at any rate, be looking for other markets. It now employs foreigners to carry nearly all of its exports and imports, and pays them for doing it at the rate of \$150,000,000 a year. Our consular service is not what it ought to be. We have neglected considering the requirements of other nations as to goods desired, credits needed, packages suitable for transportation and all that sort of thing. We have no finan-

cial agencies of our own to assist us in this matter of trade with other nations. Indeed, the field for improvement is an exceedingly broad one.

WM. P. FRYE.

Washington, D. C., January 21.

Your note is received. I have read your letter addressed to the Chicago Convention of Manufacturers, but am not convinced that there ought to be a new department on manufactures and commerce. We have already too many departments, and I see no reason why the Secretary of the Treasury may not in the future, as in the past, deal with such questions.

JOHN SHERMAN.

Washington, D. C., January 21.

I have very serious doubts about the wisdom of a new official boss for the manufacturing interests of the country. I do not see precisely where the necessity for a dry nurse comes in.

J. R. HAWLEY.

Washington, D. C., January 24.

Without having given the subject very careful examination, I am inclined to be of the opinion that your suggestions are useful, and that such a department as you suggest may be of use to the people of the country.

WILKINSON CALL.

Washington, D. C., January 23.

I have your line of January 23, with pamphlet inclosed. The latter is exceedingly interesting, grouping together a series of wonderful facts in regard to our industrial development. As to a new department, I have not given the matter sufficient thought. I have sometimes thought that the Patent Office should be elevated into a department by itself, as American inventions, stimulated by our patent laws, are responsible for a very large share, if not the larger share, of the advance your pamphlet describes. I doubt if the movement becomes practical at the immediate present, but there must be a beginning of everything.

WILLIAM F. DRAPER.

Washington, D. C., January 23.

Anything looking to the betterment of our manufacturing and commercial interests will receive attention from me.

JOHN W. LEWIS.

Washington, D. C., January 23.

I am much interested in the question of manufactures and commerce. I offer no criticism upon the proposition to establish a department of manufactures and commerce. Certainly the magnitude of these interests demand extraordinary attention from the government of the United States. The only real objection that can be urged is that it adds another member to the Cabinet, and increases the expenses of conducting the government of the United States. These objections, however, have no substantial merit. The increased expense will be amply compensated, and more, by the great benefits our country as a whole will derive from the establishment of such a department.

GEORGE W. RAY.

Washington, D. C., January 23.

For some years I have urged the necessity of a department of commerce. Perhaps a manufactures department could be added or included, and certainly the large interests are worthy of a Cabinet officer.

R. C. McCORMICK.

Washington, D. C., January 26.

It seems to me eminently proper that such a department should be created by Congress.

GROVE L. JOHNSON.

Washington, D. C., January 25.

I am in favor of a department of the government that shall take special cognizance of the industrial affairs of the nation. I believe, however, that commerce, mining, manufactures and agriculture could all be successfully looked after

by one government department. My theory would be to make the present Agricultural Department a department of industries. While the agricultural interests of the country are very important, they are not of direct interest to a large enough proportion of our citizens to give to the department the dignity that should attach to a government department with a Cabinet position. If this department were entirely reorganized in such a way that it would take cognizance of all industries, commerce, internal and foreign, mines and mining, agriculture and horticulture—in short, of all of the industries of a busy people, it would become a department of the first magnitude, with importance second to none in the government, and more closely associated with the business life of the nation than any or all of the others. This department would be a most important one in the collection and compilation of statistics; would have charge of census matters and other affairs directly bearing on the business life of the nation.

F. W. MONDELL.

Washington, D. C., January 27.

I think a department such as you suggest would be of great value, but I have not had time to give the matter thorough examination.

S. E. PAYNE.

Washington, D. C., January 25.

I am just in receipt of yours of the 22d inst., also printed letter from the National Association of Manufacturers of January 16. Of course, I am interested in these matters, as you must know from the fact that I have introduced a bill providing for the establishment of a commission on foreign commerce, to have a commissioner at its head. This proposed legislation was drawn mainly after that establishing the labor commission. The bill provides that the object shall be to acquire and disseminate among the merchants and manufacturers of this country, to the fullest extent possible, information relative to all demands existing in foreign countries for the products of the skill and labor of the people of the United States. The bill also provides for a complete corps of assistants, for salaries, etc. It has been referred to a sub-committee, of which I am the chairman. This bill is not as full as said sub-committee expect to make it, or as complete and perfect as we intend to have it. Among other things, it provides that the commissioner shall be permanent in his position, and not subject to change with change of administrations. I am not in favor of establishing a department for these purposes, for the reason that politics should not in any wise enter into or have any connection with the business affairs of the country in so far as the objects contemplated are concerned. I believe that any move in this direction should be in the interests of the transaction business of the country purely; also, that the scheme should be entirely outside of any department of this government already established, and so provided for and safeguarded that politics can have nothing whatever to do with it. The United States consular service should be required to furnish said commission with general reports regarding the subjects interesting to our people, also special reports at any time. So far as I am concerned, I have no pride of opinion relative to this matter, but do believe that I see with some degree of clearness the need of establishing a commission of the character contemplated in said bill, and the benefits to the manufacturers and business men of this country that will ensue. A thoroughly efficient and competent man should be selected for the first position, and then kept in place. Politicians as a rule are not business men, and business men are not made in a year,

and in order to be the success it should be, men must have confidence in and respect for the head of the commission. I should like to have an opportunity to talk with you fully in regard to this, for I feel very thoroughly interested in it.

W. H. DOOLITTLE.

Washington, D. C., January 26.

I beg to say that recently, in considering the advisability of creating a department of labor, I came of opinion that it was not desirable at the present time to increase the number of general departments of the government.

C. J. ERDMAN.

Washington, D. C., January 23.

Permit me to say that I am fully in sympathy with any measure looking to the advancement of our manufacturing interests. At present I am too much engaged to study the matter closely enough to offer suggestions, but will at any time willingly co-operate with anyone who takes hold of the subject to the best of my ability.

C. W. WOODMAN.

Washington, D. C., January 27.

When I was a member of the National League I worked, voted and spoke in behalf of a new department of manufactures and commerce, but it was set aside and the Department of Agriculture took its place. I have no doubt that such a department should be established in the interest of our country as a whole. I do not feel inclined at present of entering into an argument for or against this matter, because it would take too long and I have not the time; but should such a bill come before Congress, from my standpoint today I should favor such a department. I see no reason at present why I should not favor it, for it is in accordance with my oft-repeated views upon this subject.

N. D. SPERRY.

Washington, D. C., January 25.

I have read with much interest your letter of the 16th inst. addressed to the Chicago Convention of the National Association of Manufacturers, and heartily endorse the suggestion of creating a department of manufactures and commerce, the secretary of which shall be a member of the President's Cabinet. Your argument, drawn from the comparative value and importance of the agricultural and manufacturing interests of the country, is one of great force, and should secure a favorable decision of the question if it ever comes before Congress. Convinced as I am that the great duty of our government is to befriend and foster our own manufacturing interests in preference to those of other countries, and that every effort should be made to secure outside markets for our surplus products, I note with pleasure the valuable service you are rendering, and wish you godspeed in this all-important work.

R. C. SILANXON.

The citizens of Berkeley county, West Virginia, held a meeting at Martinsburg on the 18th inst. to consider a cannery project. Hon. J. H. Gettinger presided, and the promoters of the enterprise submitted their proposition. The plant is to cost between \$35,000 and \$40,000, and will require about \$20,000 working capital. One of its features, as presented by the promoters, will be a cold-storage plant, in which it is intended to store for winter shipment apples, eggs, lemons and any other fruit or perishable goods that may prove profitable, and for this service the company will guarantee to charge 10 per cent. less than similar concerns in the cities. During the canning season about twenty-five carloads of tomatoes will be used weekly, the cans for which will be made by the company. The proposition as submitted requires the sale of 200 building lots, and 140 have already been spoken for.

FINANCIAL NEWS.

Official Bank Changes.

The following official changes have been made in Southern banks:

B. Ehrstein, elected vice-president of First National Bank of Alexandria, La.

Marx Wineland, president of First National Bank, Frostburg, Md.

F. Dilling, vice-president First National Bank, Gastonia, N. C.

J. N. Martin, vice-president Newberry (S. C.) National Bank.

Concho National Bank, San Angelo, Texas—George E. Webb, president; C. H. Powell, cashier.

First National Bank of Bonham, Texas—Geo. A. Preston, second vice-president.

Red River National Bank, Gainesville, Texas—J. L. Patrick, vice-president.

Farmers' National Bank of Hillsboro, Texas—Thos. Ivy, vice-president.

First National Bank, Amarillo, Texas—H. R. Morrow, cashier.

Wise County National Bank, Decatur, Texas—C. W. Martin, vice-president.

First National Bank, Mason, Texas—J. D. Beck, vice-president.

Brownwood (Texas) National Bank—J. C. Weakley, president; Arthur Low, vice-president; T. C. Yantis, cashier.

First National Bank, Wills Point, Texas—W. E. Easterwood, vice-president.

New Corporations.

Frank I. Bauder, formerly cashier of the Darien (Ga.) Bank, will open a bank at Fitzgerald, Ga.

Parties from Illinois are considering the idea of opening a bank at Beaumont, Texas, with \$100,000 capital.

W. C. Smith, A. C. Terrell and others have incorporated the Young Men's Savings and Loan Association at St. Louis, with \$50,000 capital.

The Citizens' Deposit Bank is to be opened at Waynesboro, Va., with \$15,000 capital by I. H. Antrim, George C. Matlin and others.

A movement is on foot to establish a national bank at Parkton, Md. Alonzo Sparks, manager of the Parkton Lumber Co., is interested.

The Bank of Purdin has been organized at Purdin, Mo., with capital stock \$10,000. Incorporators are W. G. Beckett, A. B. Bond, H. H. Street and R. W. Hawkins.

The Bank of Lexington, Ga., has been organized, which will succeed Arnold & Stewart. The officers of the new company are: President, W. S. Witham; vice-president, O. H. Arnold; directors, W. M. Howard, O. H. Arnold, W. S. Witham, T. W. Crawford and Wm. Gottheimer. The capital stock is \$25,000.

New Securities.

Mayor George C. Smith, of Milledgeville, Ga., will receive bids for \$22,000 in 6 per cent. bonds until February 3.

Interest and Dividends.

Barnesville (Ga.) Mills, 5 per cent.

Savannah Brewing Co., 10 per cent., annual.

Bank of La Grange, 4 per cent. semi-annual.

Bank of Greensboro, Ala., 12 per cent., annual.

Crescent Insurance Co., New Orleans, \$3 per share.

Sumter Real Estate Co., Americus, Ga., 20 per cent.

La Grange (Ga.) Trust Co., 5 per cent., semi-annual.

Wheeling (W. Va.) Steel & Iron Co., 3 per cent., annual.

Blackwell Durham Tobacco Co., 3 per cent., semi-annual.

First National Bank, Meridian, Miss., 6 per cent. semi-annual.

Southern Insurance Co., New Orleans, 4 per cent., semi-annual.

Winchester (Va.) Gas & Electric Light Co., 6 per cent., annual.

Union Park Loan Association, Baltimore, 3 per cent. semi-annual.

Financial Notes.

At the last meeting of the Florida Bankers' Association at Jacksonville the following officers were elected for the ensuing year: President, B. H. Barnett, of Jacksonville; vice-presidents, F. C. Brent, of Pensacola; G. C. Stapylton, of Leesburg, and E. N. Dimick, of Palm Beach; secretary and treasurer, T. W. Conrad, of Jacksonville.

The Fidelity & Deposit Co. of Maryland has established a board of directors in Savannah, composed of Henry Blun, J. A. G. Carson, Edward Karow and Emile Newman. J. F. Brooks is the resident manager of the company. The purpose of the local board of directors is to facilitate the issuance of judicial bonds, which will be granted by the Savannah board of directors upon approval of the resident manager without the delay necessary in being passed upon by the company in Baltimore.

New Grain Elevator for Mobile, Ala.

Arrangements have been completed at Mobile, Ala., for the building of the grain elevator which has been under discussion for some months past. At the head of the enterprise is Mr. C. W. Stanton, one of Mobile's energetic business men, and on the 25th inst. he awarded contract for the erection of the elevator to Messrs. A. Maritzen and E. Lee Heidenreich, of Chicago. The elevator proper will be fifty-six feet wide, 117 feet long and 130 feet high, with engine and boiler-house about 30x40 feet. There will be a river conveyor 600 feet long to carry grain across the railroad tracks to the Mobile & Ohio Railroad slip, capable of delivering 10,000 bushels per hour. The elevator will have a storage capacity of 250,000 bushels, and will be able to handle 175,000 bushels in twenty-four hours. In unloading it will have capacity to empty 150 cars per day. This enterprise will figure largely in assisting to expand the commercial interests of Mobile, and is but one more of the daily multiplying evidences of the southward trend of foreign export business. To Mr. Stanton, Capt. John G. Mann, general manager, and Mr. C. S. Clarke, general superintendent of the Mobile & Ohio Railroad, the city will largely owe this important addition to its commercial facilities.

Washington College for Young Ladies

The well-known Eckington Hotel property, on the outskirts of Washington, D. C., has been purchased for \$100,000 by Rev. F. Menefee, of 1004 West Lafayette avenue, Baltimore, Md., who will make extensive improvements to the building and open it next fall as the Washington College for Young Ladies. The property includes about four acres, and is one of the most attractive places in the suburbs of Washington. It is on a high hill, with gradually sloping lawns, and is shaded with large trees. The house occupies the crest of the hill overlooking the Capitol. Rev. Mr. Menefee established in 1890 at Liberty, Mo., a college on the plan of the proposed new one, and after about five years of successful management disposed of it for the purpose of directing his endeavors to the establishment of one at Washington, which is rapidly becoming an educational centre. Institutions of learning and high repute are multiplying at the National Capital. The new college to be established by Rev. Mr. Menefee carries with it the prestige of the founder's previous labors.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Kansas City, Pittsburg & Gulf.

The arrangements for completing the Kansas City, Pittsburg & Gulf system are thus outlined in a dispatch from Boston:

"The Arkansas Construction Co., capital \$4,500,000, was formed by the Missouri, Kansas & Texas Trust Co., in which trust company certain Boston capitalists are interested, for the purpose of building the railroad from Fort Smith, Ark., to Shreveport, La., 263 miles; the price to be \$25,000 5 per cent. 30-year first mortgage gold bonds and \$25,000 in stock for each mile built; the construction company to provide rolling stock valued at \$1500 per mile. This line is expected to be built and in operation by next June. The Kansas City Terminal Construction Co., capital \$3,000,000, has been organized by the same trust company to build from Shreveport, La., to the Gulf of Mexico, 215 miles, which line is expected to be in operation by January 1, 1897. The net earnings of the sections in operation, quarter ending March 31, 1895, were \$25,998, an increase of \$21,577 over the same period of previous year. Gross earnings for December 31, 1895, quarter, were \$153,539, an increase of \$29,290.

"A party of Boston, New York and Philadelphia capitalists are now on a tour of inspection of this road, among whom are Messrs. F. A. Gilbert, W. A. Paine and Jas. S. Sanborn, of Boston; Messrs. J. Rothschild and Edw. P. Merwin, of New York, and Chas. S. Hinckman and Wm. S. Taylor, of Philadelphia."

The record of construction thus far is as follows: The road is now completed from Kansas City to Fort Smith, a distance of 325 miles, and also completed from Texarkana north to Horatio, a distance of forty-eight miles, leaving a gap of sixty miles yet to be completed between Kansas City and Texarkana, which lies between Horatio and Sallisham. The distance between Texarkana and Shreveport is seventy-two miles. Between these cities the grading has all been completed and the track laid, with the exception of a 16-mile gap now under construction.

The line south from Shreveport to Sabine Pass, the gulf terminus, is being surveyed for grading contractors by five corps of engineers. The first fifty miles of grading has been let and the work of construction will begin immediately. The road passes through Mansfield, Many and Leesville. Just south of Leesville, La., the line crosses the Sabine river into Texas, going via Beaumont to Sabine Pass. Three wards in the parish of Calcasieu, La., are to take a vote on a special tax, and if this tax is voted the road will build a line from Leesville to Lake Charles. The company has contracted for the delivery of 100 cars of steel rails per month. The entire length of the system, according to Chief Engineer Gillham, is 771 miles.

From Missouri to the Gulf.

It is announced that a company of Western people has been formed, under the title of the Missouri Midland Railway Co., to promote another line to the gulf of Mexico. The Missouri Midland Railroad Co. is formed for the purpose of building a standard-gage line of railroad from Marshall, Mo., through Sedalia and Springfield, Mo., to the Gulf at Galveston. The proposed route is almost an air line, and lies through an excellent farming, ore and coal country. The Missouri Consolidated Coal & Mining Co., it is claimed,

has acquired more than 11,000 acres of mineral land, through which the railroad is to pass, and proposes to operate the system of mines in connection with the railway enterprise.

This road, if built, would pass through the noted zinc producing region of Northern Arkansas and Southern Missouri, which also contains valuable deposits of marble, clay and a variety of minerals.

May Build a Second Track.

A report from Chicago is to the effect that the Illinois Central is considering the idea of building a second track from Chicago to New Orleans, and that the issue of \$10,000,000 in additional stock made by the company may be partly for this purpose. The remarkable increase in grain and other shipments over the Illinois Central it is known has required much rolling stock and many extra trains. While the cost of building an extra track would be very large, as the distance between Chicago and New Orleans is 912 miles, it would give the company the only double-track road between the North and South, and enable it to greatly improve its passenger service and to increase its facilities for handling freight, both through and local.

President of the B. & O.

The Baltimore & Ohio directors have elected Hon. John K. Cowen to the position of president, made vacant by the resignation of Mr. Charles F. Mayer. Mr. Cowen has acted as general counsel for the company for a long period, and has been associated with it since the administration of the late John W. Garrett. The new president, who is also a member of Congress from Maryland, is an attorney of widely-known ability, and has the cordial support, so it is understood, of the Garrett interests in the company. Mr. Edward R. Bacon, president of the Baltimore & Ohio Southwestern Company, a branch of the Baltimore & Ohio, has been elected as one of the directors to succeed Mr. William F. Burns, of Baltimore, who has resigned.

To Operate Chesapeake & Western.

It is announced that the Chesapeake & Western Co. is arranging to operate that portion of the road which is completed, and has closed contracts for two passenger coaches, two combination cars (all equipped with six-wheel trucks), twenty box cars, ten flats and twenty gondola cars. Some time ago it secured two heavy locomotives, and with the other rolling stock mentioned it will be in a position to give the towns it now reaches excellent service. Every feature of its construction has been of the best, and the rails, bridges and roadbed are built for heavy traffic and to sustain the weight of the largest locomotives.

The Dallas Terminal Road.

The Dallas Terminal Railway, which is now in operation for five miles in the suburbs of Dallas, is one of the most important short lines in the South. Largely through the efforts of W. C. Connor, president of the company, the road has been built. While it connects the lines entering the city, its tracks also reach a number of important industries, giving them special facilities for shipping goods.

Wants the Cincinnati Southern.

The Southern Railway Co. is endeavoring to gain an entrance into Cincinnati by leasing the Cincinnati Southern road or by purchasing it outright. The road extends from Cincinnati to Chattanooga, 236 miles, and was built by the city of Cincinnati. It has been operated as a part of the Queen & Crescent system.

An Important Decision.

The Georgia courts have rendered a decision denying the petition of the holders of the floating debt of the old Savannah, Americus & Montgomery Railway, who sought to obtain priority over the old Savannah, Americus & Montgomery bonds. The effect of this decision will be that \$300,000 reserved under the plan of reorganization to meet supply or labor claims, which the holders of the floating debt sought to place ahead of the old bonds, can now be used for other purposes by the Georgia & Alabama Railway, the reorganized Savannah, Americus & Montgomery.

New B. & O. Division.

The directors of the Baltimore & Ohio are considering plans for a readjustment of its bonds, in which the lines west of Pittsburg may be consolidated under the title of the Baltimore & Ohio Northwestern and their indebtedness covered by a consolidated mortgage. It is stated that the floating debt of the company was largely incurred in advances to these lines, and if they are put in shape to pay off these debts the B. & O. may be in a position to retire its collateral trust loan.

Baltimore Capital Interested.

A number of Baltimore capitalists, including Messrs. Enoch Pratt, W. H. Bosley and others, are considering the idea of building the Pensacola Terminal Railroad and substituting electric power for the present motor power. The road is about nineteen miles in length, and reaches the principal points in Pensacola, Fla., and its suburbs. The improvements will involve an expenditure of fully \$200,000 if decided upon. A large portion of the securities of this line are held in Baltimore.

A \$4,000,000 Scheme.

Senator McMillan has introduced into Congress a bill to do away with grade crossings of the Pennsylvania Railroad in Washington. It provides that the tracks of the system be depressed at such a distance below the street level that bridges can be built over them at each street crossing. The bill provides for fourteen highway bridges of steel and a new steel structure across the Potomac in place of Long Bridge. The estimated cost of the improvements is nearly \$4,000,000.

Norfolk & Western Coke Trade.

The coke ovens along the Norfolk & Western are being put in operation to meet an extensive demand. It is stated that in two weeks recently the company hauled 2431 carloads of coke, the largest amount ever carried within the same period in its history. Along the line there are now in operation 3900 ovens. The middle of the month of February will find this number increased to 4000 ovens, with an average output of one and one-half tons of coke each per day, or a total of 6000 tons.

Change on the Seaboard.

Announcement is made that the Seaboard Air Line has decided to combine the offices of vice-president and general manager, and that in future Mr. E. St. John will act in both capacities. This decision retires Mr. John H. Winder, who has been actively associated with the Seaboard for several years.

American Contractors in Siberia.

A dispatch from St. Louis indicates that Americans will probably become interested in the plan of the Russian government, which is now being carried out,

to build a railway across Siberia. Messrs. M. S. Carter & Co., R. M. Quigley & Co. and others of that city are forming a syndicate to take a contract to build a portion of this road, which will be fully 5000 miles long. One of the principal promoters is R. E. De Saviner, who has a contract, so he claims, to build a portion of the line, and is now on his way to Paris to secure French capital.

Railroad Notes.

The Pikesville, Reisterstown & Emory Grove Electric Company, which operates a line between Pikesville and Emory Grove, Md., has ordered a number of open and closed cars for the road.

A dispatch from Galveston, Texas, states that arrangements have been completed to construct a union depot in that city, which will be used by most, if not all, of the lines entering Galveston.

A circular issued by the Baltimore Steam Packet Co. announces the resignation of General Passenger Agent H. V. Tompkins and the abolition of that office. D. H. Robinson has been appointed Eastern agent, with headquarters in New York city.

As an indication of the demand for rolling stock made by Southern plants, the Elliott Car Works, at Gadsden, Ala., has begun work on an order for 150 cars from the Chattanooga, Rome & Columbus road. It is stated that this plant has orders for several months ahead.

The Old Dominion Steamship Co. has increased its wharf front at Norfolk by purchasing the property of the Graves Marine Railway Co. in that city for \$45,000. The business of this company has increased to such an extent that additional wharf room was desirable.

The South Baltimore (Md.) Car Works has just contracted to build 400 freight cars for the West Virginia & Pittsburg Railway. Contracts for 300 more cars have just been made with several coal companies. It is expected that the works will soon be taken out of the hands of the receivers.

A dispatch from New Orleans states that the grain traffic over the Illinois Central for export from that city is so heavy that a large quantity has been transferred to Port Chalmette to relieve the Illinois Central elevators, which are full. Over 2000 carloads have been received within a few days.

The Cleveland, Cincinnati, Chicago & St. Louis has received from the Richmond Locomotive Works three new switching engines, weighing sixty tons each, of the six-wheel type. They were purchased for use on the Louisville and Jeffersonville bridge, but for the present will be in service at other points.

A Philadelphia dispatch states that the Hart line of steamers, which now run boats between Philadelphia and the West Indies, will establish a line to Aransas Pass, Texas, the first boat to leave in about two weeks. The Hart line is one of the most important of the coastwise steamships in the country. It will be the first regular service thus far given to Aransas Pass.

The annual report of the City & Suburban Railway Co., of Baltimore, shows gross earnings of \$936,000, an increase for 1895 over the previous year of about \$90,000. Directors have been re-elected by the stockholders as follows: Messrs. Nelson Perin, George C. Jenkins, William P. Harvey, George A. Von Lingen, Edward L. Bartlett, William A. Marburg and Benjamin F. De Ford. Mr. Perin has been re-elected president; George C. Jenkins, vice-president; E. J. D. Cross, treasurer; Leon Fender, secretary, and J. F. Heyward, general manager.

MECHANICAL.

Improved Plaster and Rock Crusher.

A class of industry which has invited the attention of much mechanical ingenuity is the development and perfection of crushing machinery. The severe requirements exacted of such equipment

it has not been found wanting in the requirements of actual service is pertinent. Inquiries of the four establishments which are employing these engines would seem to be the most satisfactory way of determining this question. Here is what they have to say:

Piqua Milling Co., Piqua, Ohio: "The Miller engine has proved very satisfac-

light dynamo was furnished by the engine to supply the light for the State convention of the 'Young People's Society for Christian Endeavor.' This lasted four nights. The electrician in charge was perfectly satisfied with the power. The gas consumed has averaged less than 50,000 feet per month."

Woodward & Michael, Urbana, Ohio: "Great satisfaction, after a test of nearly a year, has been given us by the fifty horse-power engine. Previous to this we were running our mill and elevator with a new sixty horse-power steam engine supplied by an eighty-five horse-power boiler, turning out five barrels flour per hour, besides running a corn roll, a feed burr and a corn sheller of 2000 bushels capacity, with necessary machinery for cleaning, at a cost of \$4.75 to \$5 per day of eleven hours for engineer and fuel. We are doing the same work now with your 50-horse gas engine at a cost of eighty-five to ninety cents per day, using natural gas at fifteen cents per 1000 feet. As to regularity of gas engines compared with steam, we can notice no difference."

B. W. Maxwell's Son, Sidney, Ohio, manufacturer of flour: "As to power, I have a water-wheel that is rated at fifty-six horse-power, and I find that I can get at least six to eight horse-power more out of the fifty horse-power Miller gas engine, using about twelve feet of gas a minute."

This is the evidence offered as to whether this new engine is a success. The records made are highly creditable, and it will be interesting to study the main features of the Miller engine. A view of the engine is shown in the accompanying illustration. Conspicuous among its features is the pneumatic governor, the claims made for which indicate it to be a wonderful invention. In the characteristic of sensitiveness it is claimed to be unequalled. Its action is instantaneous, and described as like an electric flash. Mechanical experts have become interested in this new governor, and its introduction on steam engines is anticipated.

the proper mixture, thus, it is explained preserving a perfect combustion, and thereby obtaining the utmost power that can be secured from each explosion.

The gasoline attachment is controlled by the governor in the same manner as the gas. Gas or gasoline is turned on the engine to its fullest capacity without regard to the size of the supply pipe. The governor regulates the quantity taken for each compression, and the engine never misses an explosion. If but little power is required to keep up the speed, the amount of gas or gasoline is diminished to the required dimensions.

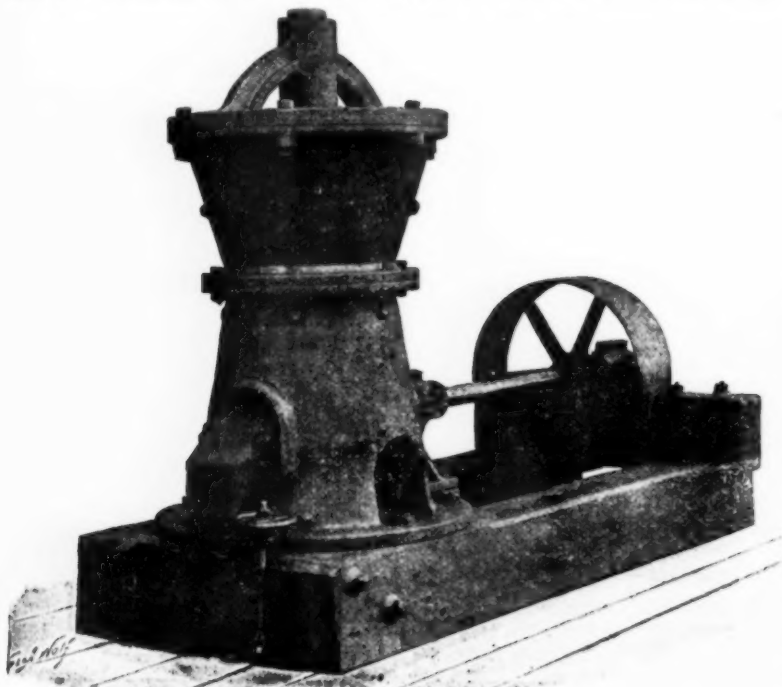
To illustrate this point more fully, a 50-horse engine, carrying but a 10-horse load can, we are informed, be run as economically, as far as the consumption of fuel is concerned, as a 10-horse engine working up to its full capacity, excepting only the friction of the larger engine over the smaller.

This is a valuable feature, as a fifty or a 100 horse-power may be required a part of the time, while much less power will be needed the balance of the day.

When the load is thrown off the consumption of fuel is reduced accordingly, but the regularity of speed is maintained. This is done automatically by the pneumatic governor. It requires no attention after being set for the required speed at the commencement of the day's work. In this connection it should be stated that the speed can be changed at any time, while the engine is in motion, by simply turning the thumb-screw which controls the governor valve.

Guides similar to a steam engine carry the crosshead, thus relieving the cylinder from the additional wear which would, it is stated, occur with a "trunk piston," as the added weight of the crosshead attached to the piston-head would cause fully as much, if not more, friction in the cylinder. The cylinder of the Miller engine is designed for long life, and all the parts are easy to repair at small expense.

The water jacket and cylinder are sepa-



IMPROVED PLASTER AND ROCK CRUSHER.

have presented complex problems, to be solved by the builder of a successful machine, whose service would be uniform and whose operation would secure the best possible results. The success achieved by Messrs. Walker & Elliott, of Wilmington, Del., in producing equipment fulfilling these conditions, heightens interest in their announcement of a number of improvements. With a progressive concern the springing up of new requirements is quickly answered with advances in the type of product, and the new features which have been embodied in this firm's product are designed to meet demands of this nature. The illustration shows the improved machine built for crushing plaster and rock. Heavy in construction, it is powerful in operation, readily taking in large lumps of plaster or other materials. While particularly intended for plaster, it has proven its ability to work equally as well on phosphate rock, bones and other material. The machine is arranged with a lightner rod and hand wheel that permits the material being crushed fine or coarse, as may be desired. This feature will be appreciated by millmen who want to feed their material of uniform size. A more detailed description of this crusher may be obtained on application to the manufacturers.

The Miller Gas Engine.

Radical departures are introduced in the new gas engine, which has created a favorable impression and attracted much attention where it has been placed. This engine is the "Miller." But five of them have been built and put in operation so far. One of these is running the plant of the Piqua Milling Co., at Piqua, Ohio; one at Urbana, Ohio, with Woodward & Michael; one at Sidney, Ohio, with B. W. Maxwell's Son; the fourth with the Springfield (Ohio) Foundry Co., and the fifth operating the works of the Miller Gas Engine Co., Springfield, Ohio, where they are made. As this engine, in its working parts and design, possesses several innovations of a novel and remarkable character, the question as to whether

at twenty-five cents per thousand."

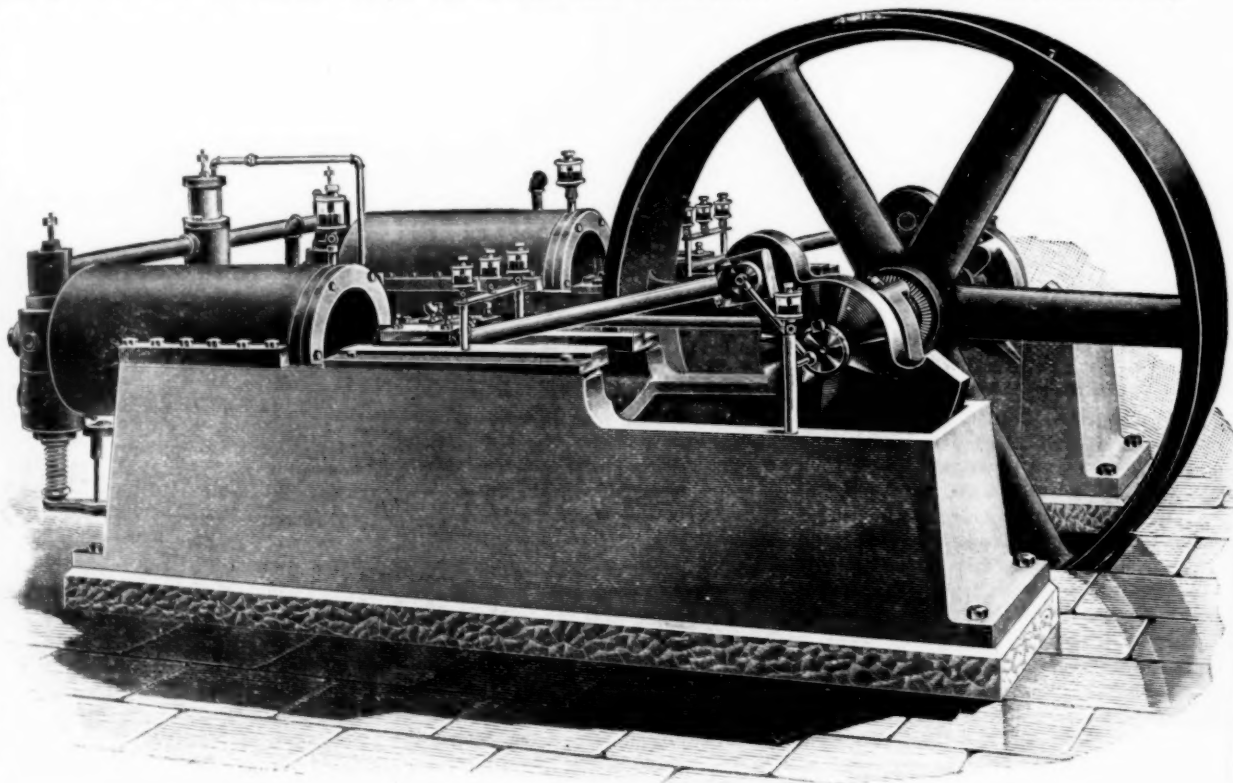
Springfield Foundry Co., Springfield, Ohio: "Using one of your 50-horse double cylinder gas engines in our foundry since middle of last April, with entire satisfaction, we believe that we are getting more than fifty horse-power. For regularity of speed and economy in the use of gas we believe that it has no equal. Last June power for a thirty-five arc-

The pneumatic governor, working in connection with the peculiarly-constructed valves, is said to be so quick and accurate in its action that a charge of gas and air, large or small, is taken into the explosion chamber each revolution precisely the dimensions required to keep up the speed in a perfectly regular motion.

Gas and air are throttled in the same ratio by the governor, so as to maintain

rate and distinct pieces, being secured with bolts in front and rear. Should lime or other substances obstruct the water, the jacket can be taken off and the obstruction removed in a few minutes' time.

From the service now being rendered by this engine there seems to be no question about its power, strength of construction and steady speed. They are manufactured from ten to 200 horse-power,



THE MILLER GAS ENGINE.

and are offered as an economical means of operating electric-light plants, flour mills and other factories or shops where strong, steady and cheap power is desired. The Miller Gas Engine Co. is now installed in a large and well-equipped works, and is prepared to turn out this engine on quick time.

Improved Knitting Machine.

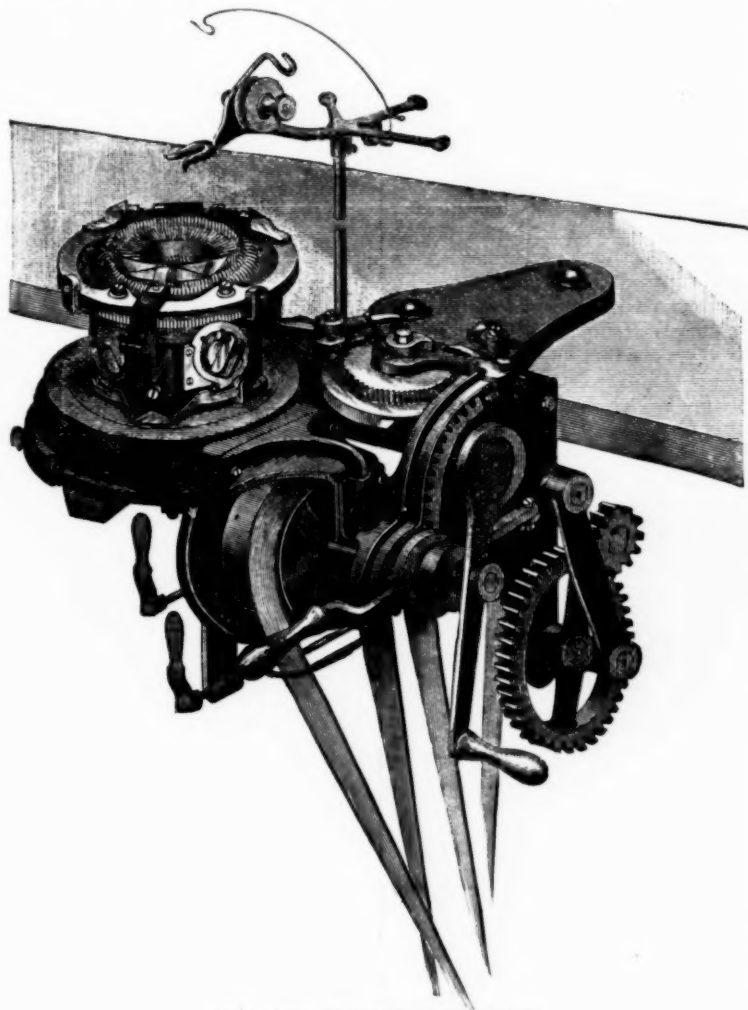
Trade conditions in the manufacture of hosiery demand a progressive policy in the choice of machinery. Within the past few months the introduction of the machine illustrated herewith has caused considerable interest. Under closely-watched conditions the character and extent of work produced by it gives strong evidence of unusual merit in construction and design. In discussing this machine an expert says:

"A semi-automatic or three-fourths automatic, which has a sufficient number of easily and quickly operated devices of

either of the above-named classes of work, one operator running three machines and producing eighteen to thirty dozen per day.

Simplicity and ease of operation are features that will be appreciated. Accuracy, making seconds almost unknown; insignificant breakage of needles, remarkable rapidity of work, and the fact, shown by actual tests, that inexperienced help can produce perfect work the first day, are important advantages.

It is equally well adapted for half-hose, string work or ribbed stockings, and can be changed as quickly as the ordinary power knitting machine from one class of work to another, so that if the bottom falls out of the price on a certain line of goods there is not an expensive plant of machines to put in the garret, but the user of this machine can change to some other gage by changing the cylinder, or to some other size by changing the cam cylinder and needle cylinder.



IMPROVED KNITTING MACHINE.

great simplicity, to enable an operator to run at least two machines without decreasing the production of each machine as operated by an expert knitter, would at once be a great advantage to the manufacturer and the operator. The manufacturer would obtain the same number of dozens from each machine, and could, in many instances, when help is scarce, employ the same number of hands with a doubled production of the factory, while a saving in first cost of machines is secured, and as well a reduction in the cost per dozen for knitting."

Manufacturers using this machine state that one operator will run five of them, producing per operator thirty dozen, at a cost of knitting per dozen of three and one-third cents.

We are informed that one operator can readily run three machines on half-hose, producing fifteen to twenty-five dozen per day of ten hours. On string work twenty to thirty-five dozen can easily be made on four to six machines. Footing of ribbed stockings can also be done as readily as

The expense of keeping a machine in order and the breakage of needles are weighty considerations. Much of this expense and annoyance is avoided, as the three-fourths automatic accomplishes the more important and time-consuming operations. Leaving out the operations that are more difficult to do properly by machinery, but are quickly done by hand, much of the complication is dispensed with. In the following description of the operation of the machine and parts is shown how this is accomplished. The tubular portion of the fabric is knit just as formerly on the ordinary hand-power machine, with automatic stop-motion or measuring device to stop the machine when the proper length is made. By pressing the wooden handle of the lever with the left hand and turning the handle of the machine with the right hand, the reversing mechanism is connected to the shaft of the machine, and at the same time the yarn-carrier is brought into proper position to raise the back half of the needles, which is done almost instantaneously by the pressure of a lever which

raises the needles by means of their butts, avoiding injury to the hooks. With a half revolution the yarn-carrier is brought under the raised-up needles, the right hand is brought over to the turrets (pushing the ratchet forward one notch on the way, which unlocks the reversing lever), and with a quick and easy motion the turrets are turned into their proper position to elevate the needles and the reversing motion set in operation by turning the lower iron lever.

All this has taken but a few seconds of time, and no further attention is required

charge. The construction is entirely of metal, except the rim, which may be of polished cherry or other wood. Advantages pointed out in this class of tub are that it will not rust, crack the lining, corrode or chip. R. M. Wilson, 92 Walker street, New York city, is the manufacturer.

Anti-Rattler for Buggies.

Everyone who has a practical knowledge of the proper construction of a buggy or wagon will recognize the necessity of a device that will successfully take up the slack between the rear end of the thill



SANITARY COPPER TUB.

from the operator until the heel is completed and the machine stops automatically, when the operator turns the handle a half revolution and pushes down the back half of the needles, starting the machine again on the circular motion, as in the ordinary power machine. On tubular work this machine is run 250 revolutions per minute, and in the heel the action of the reversing motion is so rapid and easy that it will produce a heel in less time than the most expert operator in the country could produce one by hand. They are made in all sizes, from two and one-quarter inches to three and three-quarters inches, and in all gages, from four needles to the inch to fifteen needles to the inch.

The machine is now being made and sold in England by Messrs. Moses Mellor & Sons, Limited, who claim to be "the oldest manufacturers of knitting machines in the world." They have already made and sold nearly 300 machines in England and on the Continent. Up to this time nearly 2000 machines have been made and are now in use.

The Bronson Machine Co., 506 St. John street, Philadelphia, Pa., which is manufacturing and introducing this machine, reports that it has been running its works night and day with two sets of hands for about two years, and orders are still about a month ahead of the output. Every claim that has been made for this machine, it states, has been more than sustained. Not a single machine has been returned after being sold, and we learn that no changes have been made in the machine only in some minor details. The first machine made is now running in a mill, where it was put on trial before the public were apprised of its existence.

Sanitary Copper Tub.

A number of elegant designs are shown in bathtubs. Considerable artistic merit appears in the various styles, and the designs, as well, show a regard for comfort. The illustration herewith shows the Wilson solid copper sanitary tub. The body or shell of the tub is constructed of solid planished copper, tinned on the inside or nickel-plated on the inside and outside, and heavy enough to more than stand the weight of any individual using it. It is double-seamed, to stand expansion and contraction. The tub on the outside is shellaced, and can be painted or decorated to suit the most elaborate of bathrooms. It rests upon four legs, and has nickel-plated connecting waste and overflow, for which there is no extra

or pole iron and the rear wall of the axle slip. A device which has demonstrated its effectiveness for this work is the Stiles anti-rattler, which is illustrated herewith. The ease of adjustment, simplicity, durability and cheapness of this device are features which are rapidly extending its popularity. When using the Stiles anti-rattler, and it is desired to change from thills to pole, there is great satisfaction in being able to readily remove the anti-rattlers and take the bolt out of the thill-eye without driving, avoiding the usual bruising of the thread on the bolt. Being ad-



ANTI-RATTLER FOR BUGGIES.

justable, it is not necessary that it should be highly tempered, rendering it liable to be easily broken, and when the tension becomes too light the device can be readily tightened without the use of a wedge. Anyone who has, with the assistance of his wife, the hired man and one or two of his neighbors, squeezed in a rubber or heavy-spring anti-rattler will appreciate the advantages of a device that can be put in place quickly and easily without an expenditure of muscle and temper and the sacrifice of the threads on the clip bolt. The Stiles device is made of a superior quality of spring steel, and is believed to perfectly meet all the requirements. It has proven an attractive line with hardware and vehicle dealers. The Genor Bros. Manufacturing Co., 97 Washington street, is introducing this device.

Rubber Trees in Florida.

Several Florida journals are advocating the idea of planting India rubber trees in that State. It is claimed that much of the territory in South Florida is favorable to the growth of these trees, and that the climate and conditions are similar to those of the South American rubber producing region. The Florida Citizen says:

"The rubber tree grows very rapidly from a nut that resembles a chestnut or buckeye. It requires no attention whatever after being set out. It will produce in five years, but should not be tapped for seven or eight years. One tree will yield in abundance the milk for forty years without injury if the tapping is carefully done. The gum rubber is worth from seventy-five cents to \$1 per pound."

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, January 30.

The volume of business in the local lumber market during the past week has been of a limited character. At this period of the season there is generally a quiet market prevailing, but manufacturers and others engaged in the industry look for a better business in February. In kiln-dried North Carolina pine there is a fair demand from out-of-town buyers, and considerable material has been moved during the past week. Air-dried yellow pine is not selling in any quantity, and the demand from planing mills, box factories and other sources is very light. Stocks are ample for all requirements, and prices still continue to rule low. In white pine there are some good sales reported, and the market is very steady, with a fair demand for desirable stuff. Cypress is quiet, with prices steady and stocks ample for the moderate demand existing. In hardwoods, trade is still quiet, with stocks generally light and prices firm. Out-of-town buyers have been in the market this week, and several large lots have changed hands. The export business continues quiet, and very little lumber is shipped except on orders. Advice from the European market report the market a shade firmer, with stocks not accumulating.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE		
5-4x10 No. 2, kiln dried.....	\$16 00@	18 00
5-4x12 No. 2, kiln dried.....	17 50@	18 50
4-4x10 No. 1, kiln dried.....	16 50@	17 50
4-4x12 No. 1, kiln dried.....	17 00@	17 50
4-4 nar. edge, No. 1, kiln dried.....	13 00@	14 00
4-4 wide edge, No. 1, kiln dried.....	18 00@	19 00
6-4x10 & 12, No. 1, kiln dried.....	23 00@	24 00
4-4 No. 1 edge floor, air dried.....	13 00@	14 00
4-4 No. 2 edge floor, air dried.....	10 50@	11 50
4-4 No. 1 12-in. stock, air dried.....	14 50@	15 50
4-4 No. 2 12-in. stock.....	12 00@	13 00
4-4 edge box or rough wide.....	7 50@	8 50
4-4 edge box do. (ord. widths).....	7 00@	8 00
4-4 edge box do. (narrow).....	6 50@	7 50
4-4 12-inch or rough wide.....	9 50@	10 00
3/4 narrow edge.....	6 50@	7 50
3/4 wide.....	7 50@	8 50
3/4x10-inch.....	8 00@	9 00
Small joists, 2 1/2"-12, 14 and 16 long.....	8 50@	9 50
Large joists, 3-16 long & up.....	9 50@	10 50
Scantling, 2x3-16 and up.....	8 50@	9 50

WHITE PINE.		
1st and 2d clear, 4-4, 5-4, 6-4 & 8-4.....	48 50@	50 50
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 50@	44 50
Good edge culls.....	14 50@	15 50
Good stock.....	16 50@	17 50

CYPRESS.		
4-4x6, No. 1.....	20 00@	21 00
4-4x6, No. 2.....	14 50@	15 50
4-4x6, 16 feet, fencing.....	12 50@	13 50
4-4x6, rough.....	9 00@	9 50
4-4 rough edge.....	9 00@	9 50
4-4 edge, No. 1.....	18 50@	19 50
4-4 edge, No. 2.....	12 00@	13 00
Gulf, 4-4, Nos. 1 and 2.....	28 50@	30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@	32 50

HARDWOODS—WALNUT.		
5-8, Nos. 1 and 2.....	65 00@	75 00
4-4, Nos. 1 and 2.....	80 00@	90 00
5-4, 6-4 and 8-4.....	85 00@	95 00
Newell stuff, clear of heart.....	85 00@	100 00
Culls.....	20 00@	30 00

OAK.		
Cabinet, white and red, Southern, plain-sawn and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	29 00@	33 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@	55 00
Culls.....	10 00@	15 00

POPLAR.		
Nos. 1 and 2, 5-8.....	24 50@	25 50
Nos. 1 and 2, 4-4.....	28 00@	30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@	33 50
Culls.....	13 00@	16 00

SHINGLES.		
Cypr., No. 1 h'rts, sawed, 6x20.....	7 25@	7 75
No. 1 saps, sawed, 6x20.....	5 50@	6 50
No. 1 hearts, shaved, 6x20.....	6 50@	7 50
No. 1 saps, shaved, 6x20.....	5 25@	5 50

LATHS.

White pine.....	2 70@	2 75
Spruce.....	2 15@	2 25
Cypress.....	2 15@	2 25

Charleston.

[From our own Correspondent.]

Charleston, S. C., January 27.

The lumber market has ruled quiet and steady during the past week, and the volume of business has been somewhat curtailed by the occurrence of a holiday. The demand, however, is very steady, and at all milling sections business is quite active, while the various saw mills have all they can do to keep up with their orders. There is a fair local demand for building material, and as there are a number of improvements going forward in and around the city a large quantity of lumber will be absorbed from various sources. The cross-tie industry is quite a feature in trade, and the volume of business in this line is expanding every year. Prices for the various grades and dimensions of lumber show very little change, and the profit to the manufacturer is very limited. At the close of the week values for all desirable grades of lumber are very firm at the following quotations: Merchantable lumber, \$14 to \$16 for city-sawn, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. The shingle trade is moderately active, with a fair demand and stocks ample for all requirements. Prices range from \$5 to \$7 per thousand, as to quality and condition. The shipments during the past week were 112,560 feet of lumber to New York by steamer. The schooner Frank O'Dame cleared for Philadelphia with 450,000 feet of yellow-pine lumber, and the schooner Thomas B. Ward was cleared by Col. John J. Malony for New York with a cargo of 618,000 feet. The total shipments of lumber from this port since September 1 amount to 26,854,464 feet to domestic ports and 918,000 feet foreign, making a total of 27,772,464 feet, against 25,175,054 feet for the corresponding period last year. Yellow-pine lumber freights are inactive, but firm, with a moderate offering of tonnage. Rates to New York are \$4.62 1/2 to \$5, and proportionately for ties. A charter is reported in New York of a schooner, 565 tons, from this port to Philadelphia at \$4.25.

Savannah.

[From our own Correspondent.]

Savannah, Ga., January 27.

Throughout the present month the tone of trade in lumber circles has been one of unusual activity, and considerable material has been moved. In fact, throughout the whole milling section of Southern Georgia the lumber business has been fairly active, with a good general demand and prices well maintained. All good grades of lumber are in request and prices somewhat improved, while for the lower grades the market is easy and prices low. The following quotations were current at the close: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuffs, \$16.50 to \$20, and sawn ties, \$10. The business in cross-ties is better this season than usual, and several cargoes are now about to be shipped. In the stave trade there is a good volume of business, and the foreign demand is active. Among the shipments of timber and its products, the following vessels are reported: Schooner James Boyce for New York with 9351 cross-ties, and schooner James A. Garfield with 353,886 feet of pitch-pine lumber; the schooners Ida Lawrence with 351,595 feet of pitch-pine lumber; Aaron Rippard with 376,237 feet, and A. D. Lanson with 292,467 feet, all for Philadelphia. New York steamers took out 180,000 feet of pitch-pine lumber, and Baltimore steamers 60,820 feet. The steamship Solvig took out 9600 staves

for Barcelona and 40,726 staves for Genoa. The rates of freights on lumber and timber continue steady, with a moderate offering of handy-sized tonnage. The rates from this and nearby points in Georgia are quoted at \$4.25 to \$5.50 for a range including Baltimore and Portland, Maine; railroad ties, basis forty-four feet, 16 cents; timber rates, 50 cents to \$1 higher than lumber. To the West Indies and Windward rates are nominal; to Rosario, \$12 to \$13; Buenos Ayres and Montevideo, \$10 to \$11; to Rio Janeiro, \$14; to Spanish and Mediterranean ports, \$11.30 to \$11.50; to United Kingdom for orders, nominal for lumber at £4 5s. per standard. The charters reported in New York during the past week are as follows: A brig, 431 tons, from Savannah to Norfolk with boards and poplar timber on private terms; a schooner, 442 tons, from Savannah to Philadelphia, and a schooner, 589 tons, from Savannah to Baltimore or Philadelphia, on private terms.

Pensacola.

[From our own Correspondent.]

Pensacola, Fla., January 27.

A very active market has ruled at this port during the past week, and the movement in lumber and timber has been of increased volume. The recent rise in the Alabama river and other streams has brought out considerable timber, and shipments have been of better volume lately. The demand from European ports is better, and prices show some improvement, while shippers are very cautious in their movements and generally firm in their views as to values. The various milling sections report increased activity, and mills are all fully supplied at the moment with plenty of orders. The demand for lumber from Northern ports is good, as also from South America and United Kingdom and Continent. Among the shipments reported during the past week are the following vessels: Bark Valuta for Buenos Ayres with 647,000 feet of lumber; bark Eritreo with 45,841 cubic feet of sawn timber and 21,000 feet of lumber, and bark Filippo with 1666 cubic feet of sawn timber and 248,000 feet of lumber, both for Genoa. The bark Alker cleared for Antwerp with 630,000 feet of lumber; bark James A. Wright for Philadelphia with 565,000 feet of lumber; schooner Willie L. Newton for Boston with 170,000 feet of lumber and other cargo; bark Dragnette with 2213 cubic feet of sawn timber, 216,000 feet of lumber, and brig Cuore with 808 cubic feet of oak, 3123 cubic feet of sawn timber and 430,000 feet of lumber, both for Genoa. The schooner Warren Adams cleared for New York with 494,000 feet of lumber, and bark Raffaele for Genoa with 22,577 feet of sawn timber and 221,000 feet of lumber; schooner George Taulane for Philadelphia with 381,000 feet of lumber; ship Ecorest for London with 91,438 cubic feet of sawn timber and 31,000 feet of lumber, and bark Fidelia for Genoa with 762 cubic feet of oak, 25,298 cubic feet of sawn timber and 154,000 feet of lumber. Freights are very steady, with a good demand for handy-sized tonnage. Rates on lumber are quoted £4 10s. to £4 17s. 6d. United Kingdom or Continent; River Platte, for lumber, \$11; for Rio Janeiro, \$14.50 to \$15, according to size; coastwise for points between Baltimore and Boston, \$5.25 to \$6. Charters reported in New York are a schooner, 1567 tons, from Pensacola to a direct port in the United Kingdom with sawn timber at 105s.

Mobile.

[From our own Correspondent.]

Mobile, Ala., January 27.

The market here continues to improve, and the movement in lumber and timber is quite active. There have been a num-

ber of arrivals during the past week, and stocks of timber do not accumulate, receipts being readily absorbed on arrival. The latest advices from the market in Great Britain and the Continent are more favorable, and stocks are reported moderate, with a better demand and prices very steady. The lumber trade is also very much better; the demand from South America is increasing, and the trade with Mexico in lumber and construction material for piers and docks at Vera Cruz is active. Prices for hewn timber are very firm at 12 cents cents per cubic foot, basis of 100 cubic feet, average B1 good; hewn oak, 18 to 20 cents per cubic foot; hewn poplar, to average twenty-two inches wide, 12 cents per cubic foot by contract. Sawn timber is firm at 11 cents per cubic foot, forty feet average. Contracts are made at 11 to 11 1/2-cent basis. Cypress is in fair demand at 5 to 9 cents per cubic foot. The demand for cedar is limited, at 20 to 30 cents per cubic foot. Saw logs delivered at the mill are quoted at \$5 to \$7 per thousand cubic feet. During the past week the following vessels cleared with full cargoes: Bark Darby for London with 56,500 cubic feet and 30,000 feet of yellow-pine lumber; schooner Fred H. Gibson for Santiago-de-Cuba with 20,048 cubic feet of sawn timber and 103,884 feet of yellow-pine lumber; bark Lematin for Waigart, Germany, with 2418 cubic feet of hewn timber and 447,250 feet of lumber; bark Erlo for Montevideo, South America, with 328,000 feet of yellow pine; bark Taurus for Buenos Ayres, South America, with 313,476 feet of yellow-pine lumber, and bark Bulskeppe P. for the same port with 510,717 feet. The total shipments of lumber since September 1 amount to 26,177,304 feet, against 26,204,778 for the corresponding period last year. Of hewn timber shipments aggregate for the season 327,249 cubic feet, against 300,168 cubic feet last year, and sawn timber, 1,428,642 cubic feet, against 1,310,638 in 1894-95. Lumber and timber freights are steady, with no material change in rates. The charters reported in New York during the week are as follows: A schooner, 399 tons, from Mobile to Progreso and Tlacotalpan, 88, United States gold and port charges; a British schooner, 311 tons, from Mobile to Havana, \$5.25, Spanish gold; a schooner, 418 tons, from Pascagoula to Port Spain at \$5.75, and a bark, 743 tons, from a range of gulf ports to Boston, \$5.50.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, January 27.

Weather conditions during the past week have retarded operations to a great degree in this section, and the demand for lumber has not been as active as expected. The market, however, is holding its own, and the demand generally steady. Orders for flooring, ceiling and inside finish and for dressed lumber have been lighter than usual, owing to the inclement weather, which has retarded building operations. The Journal in its review of the lumber market says: "At this season nothing in the way of business is expected from points outside the State, and hence when conditions unfavorable affect the demand from Texas points the shipments from mill points necessarily fall off. As a general thing, the mills have a good many saw bills on their books, and are bidding on others." The demand for shingles, as for yard stock, has been light, but trade in this line is fair. The Long Manufacturing Co. reports shipments of its entire output of green stock, being unable to accumulate any quantity of material. The stockholders of this company held their annual meeting last Monday evening. The officers elected are the same as last year, viz: John L. Keith,

president; S. A. Long, vice-president, and Henry D. Keith, secretary and treasurer. During the past year the Long Manufacturing Co. has erected a fully-equipped band-saw mill, which is used for all varieties of timber, which is manufactured into both shingles and lumber of the best quality. The capacity of the mill is 65,000 feet daily. The Reliance Lumber Co., prominent among representative lumber corporations of the State, held its annual meeting on Thursday last, when the following officers were elected: Wm. Wiess, president; W. H. Potter, vice-president; V. Wiess, treasurer, and A. de Hebecourt, secretary. Of the lumber market at Orange, Texas, the Galveston News says: "This has been a busy week about the big mills, though there has been no rush of orders. * * * More railroad material went West this week than usual, and there has been more building material called for this week than has been mentioned in open orders since the rainy weather commenced in the western portion of the State in December."

St. Louis.

[From our own Correspondent.]

St. Louis, Mo., January 25.

The volume of trade in the lumber market has shown considerable expansion during the past week, and, in fact, the sales are much larger than during the first two weeks of this month. The outlook for a prosperous season is on all sides very encouraging, and inquiries are coming in freely from every section, the Western and Middle States being well represented in this respect. The demand for yellow pine is very satisfactory, and at all the local offices of the mills reports are to the effect that orders are numerous, and the volume of business increasing daily. Stocks at the mills are not accumulating to any great extent, as the closing down for two days is strictly observed, so that stocks do not become excessive. There is a steady improvement in the white-pine trade, but no great activity is expected in this line for several weeks to come. Orders from out of town continue to come to hand in greater numbers, and most of the traveling men are out on the road and report business as fairly active. The mild weather of the past week has had a good effect upon business, and retail yards are doing a fair trade for this period of the year. The bill of lumber for the Liggett & Myers Tobacco Co. buildings at Tower Grove has been let to the Estabatchie Lumber Co., of Estabatchie, Miss. The amount of stock required was about 2,500,000 feet of timber and 1,000,000 feet of flooring. For the week ending the 23d inst., the receipts of lumber by rail were 892 cars, and 262,000 feet by river, compared with 696 cars by rail for the corresponding period last year. The shipments aggregated 535 cars, against 541 cars last year.

A Live Concern.

Louisiana has a number of model lumber mills. One of these, located at Patterson, La., displays an equipment that is modern in every respect. N. B. Trelue & Co., who operate this plant, well known as the Teeche Lumber and Shingle Mills, are alive to the advantages of improved machinery. Recently a number of improvements were made by them, including an entirely new log deck and chain, fixed with automatic dogs for pulling up logs; log roller, for throwing logs off the log-way towards the carriage; log loader, for throwing logs on the carriage; new nine-foot band mill, from Filer-Stowell Co., Milwaukee, the largest size now made, and with all the latest improvements; improved nigger, for turning logs; iron refuse burner, seventy feet high and

eighteen feet in diameter, with conveyors from all parts of the mill for taking the refuse. The old machinery that will be used has been thoroughly overhauled and improved, and the plant is considered to be second to none in the State. New tracks are to be put in, and more yard room added for piling lumber. The shingle mill has been moved over to the saw mill, thus saving the work of railroading slabs from the saw mill to the present shingle mill. This puts everything under one roof, and steam from one set of boilers runs the whole plant, reducing fire risks and expense of operating. A new boiler added to pull-boat No. 1 increases the log-pulling capacity. Trelue & Co. have their own steamer for pulling timber and delivering lumber, and these improvements will enable them to turn out lumber in larger quantities than ever.

Lumber Notes.

The Reader Box & Manufacturing Co., Central City, W. Va., wants to buy cotton wood and other box shooks.

Mr. D. W. Richardson, Lock Box 522, Bristol, Tenn., wants to correspond with manufacturers of cooerage stock.

It is announced that the Latcher & Moore Lumber Co., at Latcher, La., will add a sash and door factory to its present extensive plant.

The plant of the Empire Lumber Co., of Waycross, Ga., including tramroad, land and mill, has been purchased by Mr. B. B. Gray, of Pine Bloom, Ga.

Mr. T. E. Nininger, with a large force of hands, is cutting railroad ties near Hollister, Fla., for the Florida Southern Railroad. He will get out at least 20,000 ties.

The Ballew-Laney Lumber Co., of Edina, Mo., was chartered last week. The capital stock is \$20,000; incorporators are T. C. and Ida Ballew and W. H. and S. E. Laney.

The Wilson Cypress Co., and the Selden Door Co., of Palatka, Fla., have asked permission of the city council to lay a single-track tramroad across Emmet street and along River street.

The crate factory at Mt. Olive, N. C., will start up in a few days on full time. The factory is now prepared to meet the increasing demand for all kinds of crates and boxes for shipping purposes.

The schooner Albert T. Stearns has arrived at Sabine Pass to load for Tampico, Mexico. The Consolidated and the Reliance Lumber Companies will furnish the cargo of 425,000 feet of yellow-pine lumber.

Mr. J. F. Brown, of Birmingham, Ala., the well-known lumberman, has purchased the old Webb and Long planing mill. He has supplied the same with the latest improvements in planing-mill machinery.

Two saw mills are now operating on the bay near Miami, Fla. Johnson's mill, with a capacity of 20,000 feet a day, and D. R. Knight's mill, at Lenoir City, cutting 4000 feet a day. Both mills will add dangers later.

The schooner Harokline, 1234 tons capacity, arrived at Brunswick, Ga., on the 20th from Havana. She will load cross-ties from Emanuel & Co. for Havana, and will carry 25,000, enough to build ten miles of railroad.

It is reported that the Tyler Car & Lumber Co., of Tyler, Texas, will soon begin the manufacture of hardwood lumber on a large scale, and will put in a new band mill in connection with its other extensive plant at that place.

The Sheets Lumber Co., of Monroe, La., has contracted with B. T. Murphy, of Champagnolle, Ark., for 1,000,000 feet

of cypress and pine logs, to be delivered at its levees during the next ten days, at an average of \$3.50 per 1000 feet.

The new sash, door and blind factory which has recently been built at Springfield, near Jacksonville, Fla., by Mr. Jas. Walsh, is now ready to begin work. The dry-kiln will be completed in a day or two, when the mill will be started.

The Beaumont Sash, Door and Blind Factory, of Beaumont, Texas, has just completed a very artistic piece of grilled work in heart cypress. The work consists of two panels for an arched hallway. The execution and designs are said to be perfect.

The Alma Furniture Co., of High Point, N. C., was incorporated last week with a capital stock of \$8000, and privilege of increasing it to \$50,000. The incorporators are H. W. Frazier, A. M. Rankin, J. P. Redding and A. T. O. Spencer.

Contractor W. W. Cushing, of White Oak, Ga., was at Crandell, Fla., on the 25th inst., putting up a new saw mill for L. A. Davis & Bros. The building is 180 feet in length, and the machinery has been landed and will be put in place on arrival.

The forests of Perry county, Tennessee, lying west of Buffalo river are being rapidly developed. Several large tracts have been sold recently, aggregating about 50,000 acres. Saw mills are to be built to cut lumber and bridge timber of all kinds.

A box factory is to be established at Wheeling, W. Va., by the Acme Box Co., with all the latest and most approved machinery for the manufacture of wooden boxes of every description. The manager is Mr. George B. Dryden, late of Cleveland, Ohio.

There is considerable activity along the lumber docks at Fernandina, Fla., and there is more lumber in port than at any time for the past two years. Most of the lumber merchants have a good supply of orders, and upon the whole the general outlook is encouraging.

The Atlanta Lumber Co. is making rapid progress in putting down its large saw-mill plant near Bayboro, in Colquitt county, Georgia. It has its railroad completed to Bayboro, nine miles from Moultrie, and it will complete the road to Moultrie in the near future.

The planing mills and lumber dealers of Florence, Ala., say the demand for building material has been greater during the past four months than for several years. The Florence Wagon Works is doing a satisfactory business and working a large force of hands.

An application for charter was filed last week by the Macon Cooperage Co., of Macon, Ga. The paid-in capital is \$10,000. The incorporators are W. A. Roush, George W. Hubbel, H. B. Evans and K. M. Roush. The company intends to manufacture staves, barrels, etc.

Secretary Dirmeyer, of the Mechanics, Dealers and Lumbermen's Exchange, of New Orleans, reports the receipts of lumber for the week at 1,651,000 feet, and for the season 45,440,100 feet, against 32,744,749 feet; shingles 445,000, oak staves 67,005 and cypress staves 22,000.

The schooner Frank Rudd commenced loading lumber at Sabine Pass, Texas, on the 20th for New York. She takes the first cargo of the 8,500,000-foot contract of the Latcher & Moore Lumber Co., of Orange, for Chicago. The schooners A. Denike and Berwind sailed for Tampico on the 30th inst.

Capt. L. D. Cherry, of Long Creek, N. C., is now building a steam tramway, to start at Lillington, on Low creek, and run

through the timber region six miles to Burgaw. The tramway will be the property of the Hilton Lumber Co., of Wilmington, N. C., and will be used for bringing timber to the mill at Hilton, in the northern limits of the city.

The schooner William H. Skinner, with 215,000 feet of yellow-pine lumber, and the schooner John W. Hall, with 297,000 feet, sailed from Jacksonville, Fla., on the 24th inst. for New York. The steamer Algonquin cleared with 200,000 feet of yellow-pine lumber and 2000 bundles of shingles, and the Seminole with 250,000 feet of yellow-pine lumber and 2200 bundles of shingles, both for New York. The schooner May J. Russell is loading at Jacksonville for New York.

The following vessels sailed from Brunswick, Ga., last week with full cargoes of lumber and cross-ties: Schooner Edward H. Blake for Providence, R. I., with 495,000 feet of yellow-pine lumber; schooner Herman B. Ogden for New York with 11,880 cross-ties; schooner Jennie A. Stubbs for Gayenne with 72,000 feet of lumber, and schooner Frank W. Howe with 480,000 feet of yellow-pine lumber, and schooner J. W. Balano with 460,000 feet, both for Boston.

The branch house of William D. Wheelwright & Co., lumber exporters, of Brunswick, Fernandina, Pensacola and Jacksonville, Fla., was closed on the 25th under an attachment for the National Bank of Brunswick, the amount involved being between \$3000 and \$5000. The firm of Wheelwright & Co. has ranked as one of the strongest in the lumber trade of the Atlantic coast. Their shipments from Brunswick alone were between 3,000,000 and 5,000,000 feet each month. It is stated that the firm has ample assets, and may be able to arrange matters in a few days.

The Atlantic Cypress Association was organized at Jacksonville, Fla., on the 23d inst. The organization was effected on the same lines of the Louisiana Association. The purpose of the organization is for the mutual benefit of the cypress manufacturers, to establish a uniform grade of inspection of products, to demand recognition of the superior quality of the cypress on the Atlantic coast and adjacent territory, and to form friendly relations with manufacturers of other localities. The following firms are members of the association: Wilson Cypress Co., Palatka, Fla.; Hodges & Godfrey, Buffalo Bluff, Fla.; O. N. Taylor, Brunswick, Ga.; Hilton & Dodge, Brunswick, Ga.; Gardner & Lacey, Georgetown, S. C. The officers elected were A. E. Wilson, president; Joseph Hilton, vice-president, and J. Marsh, secretary and treasurer.

The millmen of the gulf coast met at Pensacola, Fla., on the 23d inst. for the purpose of organizing the Gulf Coast Lumber Co. Mr. George W. Robinson, of Pascagoula, president. The following prominent lumbermen were present: J. S. Otis, Logtown, Miss.; A. P. Denny, E. Blumfield and George W. Robinson, Moss Point, Miss.; A. S. Benn, Scranton, Miss.; William March, J. W. Black and J. T. McKee, Mobile; P. K. Yonge, C. W. Hagerman, S. M. Lamont, S. Morene, J. T. Whiting, F. F. Bingham, L. H. Green and F. R. Meade, Pensacola; E. F. Skinner, Escambia; F. M. McMillan and A. M. McMillan, Pine Barren; F. C. Chaffin, Milton; J. W. Coombs, Apalachicola. The company was organized with a capital stock of \$50,000, and the following officers elected for the current year: George W. Robinson, president; E. F. Skinner, vice-president; P. K. Yonge, secretary and treasurer. The president, vice-president and secretary and Judge A. M. McMillan were named as the executive committee.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

A Mill of 5000 Spindles for Georgia.

The erection of a 5000-spindle cotton mill will be commenced at Jackson, Ga., within the next ten days. The product will be 4-4 sheeting to start with. The necessary stock has all been subscribed and the representative business men of Jackson are interested in the plant. The company has been organized by Messrs. Smith & Etheridge.

A New Mill for North Carolina

Arrangements have been practically completed that will insure the erection of the proposed mill for Durham Sheds, N. C., noted several times lately in the Manufacturers' Record. The board of directors has been chosen, and elected, as reported in our last issue, with Mr. W. C. Black, of Greenville, N. C., as president and general manager. The site for the mill has been selected at Durham Sheds, near Shelby, N. C., and work on same will be commenced February 1, with Mr. E. R. Cash, now of the Gaffney Manufacturing Co., Gaffney, S. C., as superintendent. About March 1 Mr. Cash will leave the latter company, for which he is chief engineer and assistant superintendent, and act as superintendent of the new mill while building and upon completion. The capital when completed will be \$500,000.

What a Well-Managed Company Can Do

The Cowpens Manufacturing Co. (Cowpens, S. C.) began operation in 1890, with a paid-up capital of \$600,000, which amount has not been increased. The mill was started up with twenty-one cards and 3000 spindles, on which were made No. 20-4 warps for the Philadelphia and New York markets.

In 1892, 2000 additional spindles were added; also 1500 twisting spindles, on which were made No. 26 to 30s two and three-ply skein yarns. In 1893, 2000 more spindles were added, making 7000 spindles in all. In 1894 an addition was built to the mill, in which were placed 204 looms, on which are woven fine sheetings. All of this has been done with the \$600,000 capital, and in the meantime there has been 28 per cent. paid in dividends on the same. Here is a small cotton mill that in five years has largely more than doubled its equipment, having put in 4000 new spindles, enlarged its building and added 204 looms, and has done it all out of earnings, after paying in that time 28 per cent. in dividends. We give this company as an illustration of what has been done with small capital judiciously managed. R. R. Brown has been president and treasurer since the organization of the company, and R. W. Mitcham was secretary and bookkeeper until 1893, when he was made superintendent, which position he still holds. This company has been economically managed, and we think should feel gratified at its success.

Textile Notes.

The Union Cotton Mills, of La Fayette, Ga., paid a semi-annual dividend of 3 per cent. this month.

It is stated that the Cone Export & Commission Co., of New York city, will remove its head office and warehouses to Greensboro, N. C.

The erection of a mill for knitting knit goods and hosiery is contemplated at Dalton, Ga., by W. B. McCarson. Mr. McCarson is now seeking complete information of the industry.

It is reported at Augusta, Ga., that Mr. Allen W. Jones, formerly of Hephzibah, Ga., will erect near Gracewood, six miles from Augusta, a cotton mill to be operated by water power and have a capital of \$100,000.

Mr. W. A. Watts has been appointed receiver of the Batesburg Cotton Mill, at Batesburg, S. C. The property is not to be operated, but will be sold at public sale within sixty days, and doubtless local parties will buy it.

The Chermont Knitting Mills, of Newbern, N. C., is putting in new machinery, and when it is all in place seventy hands will be employed. About 250 dozen will be turned out daily, to be increased as the operatives become more expert.

Mr. Louis Cohn, for seventeen years past connected with the active management of the Tuscaloosa Manufacturing Co., of Tuscaloosa, Ala., will be the general manager of the new Meridian Cotton Mills now building at Meridian, Miss.

The Matthews Cotton Mill Co., of Selma, Ala., has put in the sixteen new spinning frames, with a total of 4272 spindles, which were ordered from the Fall River Machine Co., of Fall River, Mass., several months ago. The company is now very busy on orders.

Mr. J. D. Kennedy, who leased the North Athens Cotton Mills at Athens, Tenn., several months ago, is now arranging to put in a new upper-room equipment of the make of the Atherton Machine Co., of Providence, R. I. In the near future railway heads, drawing frames and other modern machinery will be added to the plant.

The new cotton mill company proposed at Charleston, S. C., and noted last week, has obtained commission to organize under the name of the Seaview Cotton Manufacturing Co., and books of subscription have been opened. The incorporators are Waring P. Carrington, M. Israel, George A. Wagener, James F. Hedding, Louis D. Simonds, Henry P. Williams and John F. Picken.

It is proposed at Beaufort, S. C., to raise \$100,000 for the erection of a cotton mill, and \$38,000 has already been subscribed with little or no effort on the part of the projectors. Outside parties have promised to invest \$50,000 if the citizens of Beaufort raise a like amount, and the placing of the stock is about assured. Mr. Wm. H. Lockwood is chairman of the committee in charge of the enterprise.

Mr. James Webb, Jr., writes the Manufacturers' Record that the new mill at Hillsboro, N. C., noted last week will be erected and operated by the Eno Cotton Mills, of which he is treasurer. Messrs. C. R. Makepeace & Co., of Providence, R. I., the well-known mill engineers, are preparing plans for the plant, and as soon as they are completed bids will be wanted for the material and machinery. An equipment of 10,000 spindles is to be installed.

The Arcadia Valley Woolen Mills, of Ironton, Mo., has been incorporated with a capital stock of \$30,000, and Henry Lowenstein is president; E. J. Rambo, vice-president, and John H. Morey, secretary. The company has erected a building 72x100 feet in size, and is equipping same with 480 spindles and sixteen looms for the manufacture of jeans principally, which will be made into clothing. Steam-power will be used, and fifty operatives will be employed.

The Henrietta Mills, of Henrietta, N. C., has just completed the buildings for its new mill, which is to have 35,000 spindles and about 1000 looms. The machinery is now being received and about one-third of it is already in the mill and will start up in a few weeks. The prod-

uct will be goods from thirty-six to forty inches wide, weighing one pound to five to six and one-half yards. The goods will be from twenty-eight to forty yarns; from sixty-four to eighty-four picks.

The regular annual meeting of the stockholders of the Barnesville Underwear Knitting Mills, of Barnesville, Ga., was held on the 21st inst. The reports of the officers were read and much satisfaction was elicited at the state of the company's affairs. It was shown that the net gains for the past six months was 11 per cent., and prospects for future business are very bright. A dividend of 5 per cent. was declared and a considerable amount passed to the surplus account. The old directors were re-elected and officers as follows: J. W. Hanson, president; A. O. Murphrey, vice-president, and B. W. Elder, secretary.

W. W. Burgess, president and treasurer, Victor Manufacturing Co., of Greers, S. C., in a letter to the Manufacturers' Record, says: "We are getting along splendidly with our work; expect to have our building under roof in three weeks, if the weather will permit; expect to commence running in May. You know we are building a 10,000-spindle mill, and intend doubling during the coming summer. We are building as perfectly as can be done; our machinery will all be of the latest and best; we will use the Draper loom. We will develop everything ready for machinery at a cost of not exceeding 83 per spindle. Mr. H. S. Chadwick is our engineer."

Iron Markets.

Cincinnati, January 25.

The brighter indications of last week have continued, so far as increased interest on the part of buyers is concerned, but prices have not improved. Nearly all the Southern furnaces are anxious for better filled order-books, and the business of responsible buyers is eagerly contested. Each contract seems to be considered on its own merits. For immediate delivery and prompt cash, decided bargains can be secured from furnaces having the required grades on hand. It is reported that one stack in Tennessee, recently started, will soon blow out, and rumors are afloat that other furnaces in the South will be forced out by low prices. It can be truthfully said that the outlook today is much more hopeful than it was twelve months ago, and after the present slump has spent itself a heavy demand at fair prices is expected.

A few lots of Northern iron have been closed out at extremely low prices, but most Northern producers are unwilling to sacrifice their small stocks of foundry and forge grades.

Collections have been better, and money seems somewhat easier to get.

We allow quotations to stand as they were last week, but the prices of Southern irons are being cut.

Southern coke No. 1 fdy.....	@\$11 75
Southern coke No. 2 fdy.....	@ 11 50
No. 1 soft.....	@ 11 75
Lake Superior coke No. 1.....	13 50@ 14 00
Lake Superior coke No. 2.....	12 50@ 13 00
Hanging Rock charcoal No. 1.....	16 00@ 17 00
Tennessee charcoal No. 1.....	13 50@ 14 00
Jackson county silvery No. 1.....	14 00@ 15 00
Southern coke, gray forge.....	@ 10 75
Southern coke, mottled.....	@ 10 50
Standard Alabama car-wheel.....	15 75@ 16 25
Tennessee car-wheel.....	14 50@ 15 00
Lake Sup. car-wheel & mail'e.....	15 75@ 16 25

We quote as follows f. o. b. cars Chicago:

Lake Superior coke No. 1 fdy.....	\$13 50@ \$14 00
Lake Superior coke No. 2 fdy.....	13 00@ 13 50
Lake Sup. charcoal Nos. 1 to 6.....	15 00@
Ohio Scotch No. 1.....	15 00@ 15 50
Jackson Co., O., silvery No. 1.....	14 50@ 16 50
Alabama silvery No. 1.....	13 50@ 14 00
Spathite.....	14 00@ 14 50
Southern coke No. 1 fdy.....	12 85@
Southern coke No. 2.....	12 60@
Southern coke No. 3.....	12 35@
Southern coke No. 1 S.....	12 85@
Southern coke No. 2 S.....	12 60@
Mannle.....	13 50@ 14 00

St. Louis, January 25.

There has been enough trade in iron

since January 1 to counterbalance the dull months of November and December. Prices are somewhat lower, but there is a fixed basis which buyers find difficult to shade, and the large inquiries will no doubt tend to advance prices.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	@ \$12 25
Southern coke No. 2.....	@ 12 00
Southern coke No. 3.....	@ 11 75
Southern gray forge.....	@ 11 25
Southern charcoal No. 1.....	14 50@ 15 00
Ohio softeners.....	16 00@ 17 00
Lake Superior car-wheel.....	17 00@ 17 50
Southern car-wheel.....	16 50@ 17 00
Genuine Connellsville coke.....	@ 5 75
West Virginia coke.....	@ 5 25

New York, January 25.

There is no doubt about the improved demand in Eastern markets for both crude and finished iron. The only trouble is in respect to prices. The placing of round orders has tended so far rather to shading than to strengthening prices. Both Northern and Southern furnaces being anxious for some liberal business on which to build a foundation for better prices, have competed sharply for the trades that have come forward. This is working in two ways against buyers who may come forward later. It is filling up the order-books of the leading companies so as to render them independent, and it is crowding the cost limit so hard as to throw more furnaces out of the fight, and thus reduce the output. It looks now as if something like 1,000,000 tons a year had already been knocked off. Iron at anything under current prices will squeeze not only Pennsylvania and New Jersey furnaces, but all except a favored few in the South. We count about twenty stacks, North and South, that have so far stopped, from one or another cause, and more will follow in February.

Money continues stringent in New York, the banks pursuing the policy of strengthening themselves for the bond purchases, without regard to commercial interest. This puts a sharp check upon enterprise of every sort, but the underlying feeling continues hopeful, almost confident.

We quote for cash f. o. b. docks New York:

No. 1 X standard Southern.....	@ \$12 75
No. 1 X choice Virginia, such as Shenandoah.....	@ 12 75
No. 2 X Alabama or Virginia.....	@ 12 75
No. 1 soft Alabama or Virginia.....	@ 12 75
No. 1 X lake ore coke iron.....	15 00@ 15 50
No. 2 X lake ore coke iron.....	14 50@ 15 00
Lake Superior charcoal.....	17 00@ 17 50

We quote for cash f. o. b. Philadelphia:

No. 1 X standard Alabama.....	@ \$12 75
No. 2 X standard Alabama.....	@ 12 50
No. 1 X standard Virginia.....	@ 12 75
No. 2 X standard Virginia.....	12 50@ 12 75
No. 1 X lake ore iron.....	15 00@ 15 50
No. 2 X lake ore iron.....	14 50@ 15 00
Lake Superior charcoal.....	17 00@ 17 50
Standard Georgia charcoal.....	17 50@ 18 00

ROGERS, BROWN & CO.

Bar Iron.

Cincinnati, Ohio, January 25.

The market on bar is still very quiet. Inquiries are light and but few orders were placed. Several contracts of 100 tons were closed for delivery up to July 1 at 1.30 from store, proving conclusively that mills are selling below their quoted price of 1.35 car lots.

The association has given out nothing of their meeting at Detroit, but it is understood that preliminaries were arranged for pooling their products and controlling the output, thus inducing trade. Several mills, however, have expressed their intentions of withholding from this agreement, and unless the movement embraces all the larger Western mills there is apt to be a fight somewhere.

Mills are inquiring more freely for raw material, in anticipation of increased business. Considerable pig iron has been placed, and scrap is stiffening in price.

Bar is quoted at 1.30 Cincinnati for January delivery, 1.45 from store. Several large jobbers hurried to place orders for railroad material during the week, and have slightly advanced prices by their eagerness to cover.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, January 28.

The beneficial effects prospectively indicated by advancing lard values have not materialized to a satisfactory extent with regard to those of cotton oil. Compound lard has not become sufficiently interesting to appreciably improve trading, with the result that the oil situation is practically unchanged. Holders are somewhat disappointed by reason of the tardy developments. Their confidence in the future, however, is firm as heretofore. Individual sales are small, whether for export or home use, the aggregate being correspondingly unimportant. Refined oil in England is again quoted at 17s. 6d., the advance evidently stimulating interest in American oil in European consuming centres, as indicated by increased enquiries at this market. Receipts have increased in volume, which, owing to the dull demand, have the effect of still further augmenting the already abundant stocks now held here. The aspirations of the trade are centred in curtailment of hog supplies here and cessation of Egyptian seed supplies in England. Bulk crude is firm at Southeastern points at 21 cents, and 22½ cents is quoted in Memphis and vicinity. The quantity on offer is limited, although in a greater ratio than the demand. It is expected that a replenishment of depleted stocks in refiners' hands will proceed at an early date, with the object of anticipating a possible advance. January lard option of Western nominally quoted at 6 cents, while compound lard rules at 4¾ to 5½ cents. Sales reported for the week comprise 550 barrels crude, chiefly at 24½ cents; 650 barrels of prime yellow at 28½ cents, and 1200 barrels at 29 and 29½ cents of choice prime, to arrive; also 200 barrels of off-grade yellow at 28 cents and 120 barrels at 27½ cents, together with 120 barrels prime white at 32 cents. Exports reach the respectable total of 4600 barrels, the proportion of which representing recent purchases being small, however, the principal objective shipping point being Marseilles. The following are current prices: Prime barreled crude, 24½ to 25 cents; off-grade crude, 22 to 23½ cents; prime yellow summer, 28½ to 29 cents; off yellow, 27½ to 28 cents; choice yellow (butter oil), 29½ to 30 cents; white oil, 31 to 32 cents, and soap stock, 7½c. per pound.

Cake and Meal.—The demand for these products is far from being as satisfactory as the deficiency in this season's production would warrant. A fair proportion is, however, continuously entering into consumption for fertilizing purposes, while an improvement in values over those current during the preceding week obtains. A season of scarcity, with higher prices, would appear to be at hand, notwithstanding the present temporary lull. Ordinary to choice soft American decorticated cake is quoted in the Liverpool market at £4 15s. to £5 7s. 6d. per ton; light stocks. Total exports comprise 6800 bags meal to France. No receipts at Eastern points. Two consignments, comprising 3900 bags seed from New Orleans to England, are reported.

Cottonseed-Oil Notes.

The Memphis market for cottonseed oil closes firm, with prime crude at 22 to 22½ cents; prime summer yellow, 24 to 24½ cents, and choice cooking summer yellow, 26 cents; prime cottonseed meal, \$15.25

for car lots, and for less than car lots, \$15.50 per ton.

It is stated that the hullhouse of the American Cotton Oil Co., an extensive structure at Denison, Texas, destroyed by fire on the 18th, will be rebuilt at once.

The steamship *Rauma* cleared from Galveston, Texas, last week with 10,682 sacks of cottonseed meal and 2166 sacks of cottonseed oilcake, with other cargo, for Rotterdam.

The Jumbo Oil Mills at Caldwell, Burleson county, Texas, of which the late Col. H. M. Gibson was president, have shut down for the present. It is not known when work will be resumed.

The New Orleans Cottonseed Oil & Manufacturing Co., Limited, of New Orleans, commenced crushing seed on the 2d inst. The company has a good supply of seed on hand and is working satisfactorily.

The American Manufacturing & Export Co., of Atlanta, Ga., is the promoter of a new industry reported as to be established at Wilmington, N. C. The company proposes to establish in that city a manufactory to delint cottonseed for export to Europe, and has succeeded in leasing the buildings, grounds and water front of the Industrial Manufacturing Co. It is stated that the factory will be ready for operations by March 1. For the present a small plant will be put up, but the company expects by October to put in a 500 horse-power engine and machinery sufficient to delint an increased number of tons of seed per day.

The market for cottonseed products at Houston, Texas, is quiet in tone, and the recent advance in lard has imparted more strength to cottonseed oil. Cottonseed meal and cake remain at former figures, with only a limited demand; choice crude oil for better oil, 20½ cents; strictly prime crude oil, 20½ cents; prime butter oil in barrels, 28 cents, and prime summer yellow oil, 23 cents; prime cottonseed meal and cake, \$12.50 to \$13.50 per short ton f. o. b. mill at interior points, according to location; linters, A. Houston delivery and classification, 3¼ to 3½ cents per pound; soap stocks, foots from refined oil, 40 bid, 40 asked.

The market in New Orleans for cottonseed products is unchanged. Cottonseed oil closed firm, with prime crude in bulk, 21 cents; prime summer yellow in barrels, 26 cents. Meal and cake are dull at \$17 per long ton. The following are receivers' prices: Cottonseed, \$10 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing at depot, \$17 to \$17.50 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$17.50 to \$18 for current month; oilcake for export, \$17.50 to \$18 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime in barrels, per gallon, 22 to 22½ cents; loose, per gallon, 19½ to 20 cents; refined cottonseed oil, prime in barrels, per gallon, at wholesale or for shipment, 26 to 26½ cents; cottonseed hulls delivered, per 100 pounds, according to location of mill, 20 to 25 cents; foots, 1 to 1½ cents; linters, 4¼ to 4½ cents, according to style and staple; ashes, none.

By the recent rise in the Tennessee river and its tributaries, the H. A. Johnson Lumber Co., of Chattanooga, is expecting large quantities of logs at its mills. The company has about 4,000,000 feet to be released on this rise.

In the advertising columns of the Manufacturers' Record an opportunity is offered some Southern town to secure a foundry and machine shop, with the services of an expert mechanic. Boards of Trade will do well to look into this matter.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., January 30.

The tone of the local phosphate market has ruled quiet and firm during the past week, with a moderate volume of business reported. The demand from manufacturers is a shade better, while prices show a slight advance over previous figures. The situation at points of production is more encouraging, and the market a shade higher in South Carolina. In Charleston the market is quoted firm, with crude phosphate rock \$3 at the mines; hot-air-dried, \$3.25 f. o. b. vessel in Ashley river, and \$3.45 f. o. b. city; ground rock in bulk, \$5.50 f. o. b. vessel at city. In Florida the only movement of importance is in pebble, for which there is a fair demand from domestic ports. Prices are nominally steady for land pebble at 8½ to 9 cents a unit delivered at Eastern points. Land rock is quoted at 6d. to 6½d., and pebble at 5½d. to 6d. United Kingdom or Continent. The only charter reported this week is the schooner *David Baird*, Charleston to Baltimore. The arrivals reported are the schooners *Jennie S. Butler* from Port Tampa with 1430 tons of pebble phosphate, and the *Nellie W. Howell* from Charleston with 850 tons of land rock. In New York freight rates on phosphate remain firm and unchanged. The charters reported are the following vessels: A schooner, 783 tons, from Tampa to Philadelphia with phosphate rock at \$2, and a British steamer, 826 tons, from Coosaw to Rotterdam with phosphate rock at 15s.

Fertilizer Ingredients.

The market has ruled more active during the past week, and the demand for ammoniates is improved. There is more inquiry generally for material, and values are stronger on some grades. There is a good inquiry from Southern markets. Nitrate of soda is firm and higher.

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	\$2 40c	—
Sulphate of ammonia, bone.....	2 30c	2 40
Nitrate of soda.....	1 85c	1 90
Hoof meal.....	1 70c	—
Blood.....	1 80c	—
Azotine (beef).....	1 70c	—
Azotine (pork).....	1 75c	—
Tankage (concentrated).....	1 70c	—
Tankage (9 and 20).....	1 60	1 10
Tankage (7 and 30).....	17 00c	17 50
Fish (dry).....	20 50c	—
Fish (acid).....	12 00c	—

Phosphate and Fertilizer Notes.

The Norwegian steamship *Solvieg* cleared from Savannah, Ga., last week with 630 tons of phosphate rock and other cargo for Genoa.

A call has been issued for the annual meeting of the stockholders of the Peace River Phosphate Mining Co., to be held in Savannah on February 5.

The shipments of phosphate from the mines of Tennessee for the year 1895 amounted to 49,135 tons; total production for the year, 50,000 tons; on hand January 1, 1896, 3640 tons.

The schooner *Edward G. Haight* is loading phosphate at Jacksonville, Fla. She will carry out 800 tons from the High Springs Phosphate Co. It is said the *Haight* is to be followed by another schooner, which will take about 700 tons.

The Swan Creek Phosphate Co., at Centerville, Tenn., has now in operation a narrow-gauge railroad from the N. C. & St. L. to its mines on the west side of Swan creek, and proposes to extend the road soon to its mines on the east side of Swan.

It is stated that the shipments of hard rock from the Florida phosphate districts in 1895 amounted to 303,154 tons, distributed as follows: From Savannah, 80,427 tons; Brunswick, 23,484 tons; Fernandina, 137,435 tons; Port Tampa, 61,-

154 tons. In 1894 the shipments amounted to 304,296 tons.

The Pittston Hard Rock Phosphate Co. is continuing its line of railroad, which is to run from Fort White, Fla., to Old Town. A force of men are now at work upon the bridge across Santa Fe river, which will be 300 feet in length. The road will be extended from that point to Wade, so as to tap the phosphate section.

Articles of incorporation have been filed for the Piedmont Phosphate Co., of Ocala, Fla., with a capital stock of \$200,000, reported as fully paid in. The incorporators are B. Arentz, H. A. Ford and Edward Hiller. The mines of the company are located south of Ocala, near Rock Springs. Mr. Arentz will be president of the company, and Mr. Hiller will have charge of the working of the mines.

A specimen of rock which was taken from a well being dug on a farm near Brundage, Ala., was brought to that town last week and examined by experts. The opinions of Drs. McEachern and Hendrick are that the rock is a pure alkaline phosphate, and only needs drying, pulverizing and acidulating to become a valuable fertilizer. It is said that there are indications that the stratum of this rock underlies the whole section south of the city.

At the adjourned annual meeting of the High Springs Phosphate Co., held at Jacksonville, Fla., last week, directors for the ensuing year were elected as follows: A. W. Barrs, Rev. Brook G. White, Lockhart Little, Raymond D. Knight, L. Furchgott and W. D. White. The directors at a subsequent meeting elected officers as follows: A. W. Barrs, president; H. W. Clark, vice-president, and Raymond D. White, secretary and treasurer.

The shipments of crude phosphate rock from the port of Charleston, S. C., for the week ending the 24th inst., were as follows: Schooner *Emma C. Knowles* for Elizabeth, N. J., with 949 tons; schooner *Emma C. Middleton* for Wilmington, Del., with 680 tons, and schooners *Kate Darlington*, with 200 tons, and *Rillie S. Derby*, with 614 tons, both for Baltimore. The total shipments to domestic ports since September 1 amount to 46,700 tons, against 33,160 for the corresponding time last year.

It is stated that there is a probability of a line of vessels being established from Green Cove Springs, Fla., at the head of deep-water navigation on the St. John river. Arrangements are now being made whereby ocean-going vessels will go direct to Green Cove Springs for cargoes of phosphate rock destined for domestic or foreign ports. It is proposed to lease the Western Railway of Florida, which now runs between Glen Cove Springs and Melrose, penetrating the phosphate regions of Alachua county. Phosphates will then be shipped direct from the mines via Glen Cove Springs. The wharf at the Springs is to be extended out into thirty feet of water to accommodate vessels in service. It is also stated that the company taking hold of this enterprise has already 18,000 tons of phosphate rock at the mines awaiting shipment as soon as arrangements can be made to take care of the vessels.

The East Louisiana Company has just received three locomotives for service on its road.

The annual meeting of the stockholders of the Chester Gingham Mills, of Chester, S. C., was held on the 22d inst. Reports of officers showed the affairs of the company to be in a satisfactory condition, and a small surplus was laid aside. The old officers were re-elected, also the directors.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

ALABAMA.

Birmingham—Planing Mill.—J. F. Brown has equipped a planing mill at First avenue and 24th street.

Gadsden—Saw Mill.—J. T. Coleman is erecting a saw mill at Lock 4, near Gadsden.

Glencoe—Rock Quarry.—Martin & Christopher will open a rock quarry.

Ironaton—Furnace.—The Clifton Iron Co. will make enlargements to its furnace, besides increasing its height. The work will not be done just at present.

Mobile—Lumber Mill.—The J. D. Cameron & Son Co. will erect a planing mill of 20,000 feet daily capacity.

Mobile—Hubbard Bros. will put in a new band mill and make other improvements.

Mobile—Grain Elevator.—C. W. Stanton and associates have contracted for the erection of a grain elevator; same to be fifty-six feet wide, 117 feet long and 130 feet high; engine and boiler-house about 30x40 feet, and a river conveyor will be attached 600 feet long, with capacity of delivering 10,000 bushels of grain per hour; will have electric-light plant and every modern convenience; capacity of elevator to be 250,000 bushels, and its handling capacity 175,000 bushels in twenty-four hours. Contract let to A. Marlitz and E. Lee Heldenreich, of Chicago.

Montgomery—Cannery, etc.—M. B. Campbell, P. O. Box 751, is interested in a plan to erect a cannery, pickling works and apple-evaporating establishment.

Montgomery—Cement Works.—H. G. McCall is establishing works for producing Portland cement.

Montgomery—Pottery.—Andrew Craig will establish a pottery.

Piedmont—Shoe Factory.—The Southern Shoe Co. has been reorganized with Z. W. Woodruff as president, and will continue operations and enlarge.

Selma—Cotton Mill.—The Matthews Cotton Mill Co. has put in sixteen spinning frames, with a total of 4272 spindles.

Yellow Pine—Lumber Plant.—The Yellow Pine Lumber Co. will build a dry-kiln.

ARKANSAS.

Fort Smith—Mercantile.—The Fort Smith Wholesale Grocery Co. has been incorporated with a capital of \$75,000 by C. B. Eads and others.

Little Rock—Ice, Electric-light Plant, etc. Fawcett Bros., lately noted as to erect an electric-light plant, ice plant, etc., have incorporated the Little Rock Ice & Electric Co. with a capital stock of \$100,000.

Little Rock—Mercantile.—The B. Cypert Grocery Co. has been incorporated with a capital of \$5000.

Newport—Market Company.—Abe Heil-

igers has incorporated the Heiligers Union Market Co. with a capital of \$3000.

Van Buren—Plow Works.—M. V. Sexton and H. C. Faber will establish a plant for making plows.

FLORIDA.

Crandall—Saw Mill.—L. A. Davis & Bro. will erect a saw mill.

Fort Myers—Lumber Mill.—The Fort Myers Building and Improvement Association has been organized with Jonathan Hoag, Jr., as secretary and treasurer, and will erect a lumber mill, manufacture building materials, construct houses, etc.*

Orlando—Cigar Factory.—Koester & Riviera will establish a cigar factory.

Palatka—Machine Shop.—R. H. Hanley will erect a machine shop, having bought equipment for same.

Rock Springs—Phosphate Mines.—The Piedmont Phosphate Co. has been incorporated with a capital stock of \$200,000 to open mines. The incorporators are B. Arentz, H. A. Ford and Edwin Miller.

Tampa—Stone Works.—M. E. Gillett, E. R. Gunby and J. F. St. John have incorporated the Tampa Tile & Pavement Co. for the purpose of erecting a plant for making artificial stone, etc.; capital stock to be \$50,000.

GEORGIA.

Americus—Machine Works.—Kimball & Sawyer have purchased the former plant of Hayes & Lane, and will equip same for the manufacture, repair and sale of machinery.

Americus—Canning Factory.—Robert L. Maynard contemplates the establishment of a canning factory.*

Atlanta—Supply Company.—The Cotton States Belling & Supply Co. has been organized and established headquarters at 17 South Forsyth street; J. J. Disosway, manager.

Atlanta—Mirror Factory.—Ed L. Grant has started a mirror factory.

Cuthbert.—The telephone franchise noted last week was awarded to John D. Gunn, and the system must be completed within three months.*

Augusta—Land Company.—Thos. K. Scott and others have incorporated the Eastern-Middle Georgia Land & Immigration Co. with a capital stock of \$5000.

Bayboro—Lumber Mill.—The Atlanta Lumber Co. is erecting a lumber mill.

Dalton—Knitting Mill.—W. B. McFarson contemplates the erection of a knitting mill for knit goods and hosiery.

Fitzgerald—Brick Works.—Hoover & Floyd are erecting brick works.*

Fitzgerald—Brick Works.—Orth & Co. are erecting brick works.*

Gracewood—Cotton Mill.—It is reported that Allen W. Jones, formerly of Hephzibah, will erect a cotton mill with a capital of \$100,000 near Gracewood, to be operated by water-power.

Jackson—Cotton Mill.—A company has been organized to erect a cotton mill of 5000 spindles for the manufacture of sheetings. Smith & Etheridge can give information.

Macon—Cooperage.—W. A. Roush and others have incorporated the Macon Cooperage Co. with a capital stock of \$10,000 to make barrels, etc.

Macon—Printing Plant.—Rev. W. E. Mumford contemplates the purchase of a printing plant for the Southern Georgia Orphans' Home.

Marietta—Furniture Factory.—The Brumby Chair Co. is adding to its building, and will put in machinery for the manufacture of furniture and other articles.

Marietta—Gas Plant.—The Wood Gas Co., of New York, noted last week as having obtained franchise, is represented by R. H. Earle, of Marietta, who can be addressed for information.

Moultrie—Saw Mill.—The Pinopolis Saw Mill Co., noted lately as erecting a mill, has been incorporated with a capital of \$50,000 and privilege of increasing to \$500,000. The company owns 80,000 acres of timber lands, and will cut same. Incorporators are D. C. Bacon, H. P. Smart, Martin F. Amorous, J. T. Coleard and J. T. Norman, Jr.

Perry—Water Works.—The proposed city water works, which were voted for several months ago, will cost about \$10,000. Preparations for the system will soon be made. Address the mayor.

Rome—Corset Factory.—The proposed cor-

set and shirt-waist factory, noted last week, is being negotiated for by W. T. Cheney.

Tallahassee—Water power.—The Southern Powder & Cartridge Co. has purchased water-power site and will develop same to run an electric motor for operating its factory.

West Point—Telephone System.—Robinson & Co. have closed a deal for the equipment of a telephone exchange of sixty 'phones for a private corporation.

KENTUCKY.

Albany—Oil Wells.—The Interior Oil Co., of Cincinnati, Ohio, is drilling oil wells near Albany.

Franklin—Water Works.—The construction of water works is talked of. Possibly the mayor can give information.

Georgetown—Ice Plant.—For information of the proposed ice plant, already noted, address Geo. V. Payne.

Lewis County—Oil Wells.—J. B. Ortan, of Tideout, Pa., has leased oil lands in Lewis county, and will drill wells.

Wayne County—Oil Wells.—Jno. W. Clapp, of Washington, D. C., and associates are drilling for oil in Wayne county.

LOUISIANA.

Alexandria—Ice and Refrigerating Plant.—The new ice company reported last week has taken the name of the Alexandria Ice Storage Co., and formally organized with A. Busch, of St. Louis, Mo., president; Edward Wax, of Baton Rouge, La., secretary-treasurer. Capital is \$40,000, and a 25-ton ice and a 25-ton refrigerating plant will be built.

Lafayette—Sugar Refinery.—The Carenero Sugar Co. will erect a refinery next year.

Lutcher—Sash and Door Factory.—The Lutcher-Moore Lumber Co. will erect a sash and door factory.

New Iberia—Sugar Factory.—There is a movement afoot for the erection of a sugar factory, and John M. Weeks is interested.

New Orleans—Land Company.—The Lawn Tennis Land Co., Limited, has been incorporated with a capital stock of \$10,000 by H. W. Sloan and others.

New Orleans—Reboiling Plant.—The new building for the Louisiana Molasses Co., reported last week, will be for an entire new reboiling plant, and the equipment will be put in in the near future.*

New Orleans—Drainage System.—Mr. Gaudier, councilman, has introduced an ordinance in the city council to advertise for proposals for the construction of the drainage system which has been under consideration for some months. City Engineer Brown has prepared plans and specifications. The cost of the work is estimated at several million dollars.

Shreveport—Machine Shops.—The Kansas City, Shreveport & Gulf Railroad Co. will erect its general machine shops in Shreveport. Site has been purchased; Robert Gillham, engineer, Kansas City, Mo.

Shreveport—Stave Mill.—The Shreveport Stave & Parquet Co. has recently added new machinery to its plant.

Shreveport—Saw Mill.—The Black Bayou Lumber Co. will erect a saw mill on 5000 acres of timber lands which it has bought.

MARYLAND.

Baltimore—Soap Factory.—Samuel R. Hogg and John K. Hogg, forming the Union Soap Co., will erect a soap factory at Fort avenue and Ludlow street.

Baltimore—Coal Company.—The Hafer & Lipps Coal & Wood Co. has been incorporated by Geo. Hafer and others with a capital stock of \$25,000.

Frederick—Brick Works.—The Frederick City Brick Works will at once rebuild its burned plant.*

Shawsville—Creamery.—The erection of creamery is talked of. Wm. B. Wright can possibly inform.

Washington, D. C.—Electric Plant.—The Potomac Light & Power Co. has been incorporated for the sale of electrical current and appliances; capital stock \$100,000.

MISSISSIPPI.

Brookhaven—Canning Factory.—The Brookhaven Improvement & Manufacturing Co. has contracted for the erection of a large cannery.

Fernwood—Lumber Plant.—Enochs Bros. will put in a band mill.

Greenville—Water Works.—Contract for the construction of the city's water works has been let to G. Jaeger, of Rich Hill, Mo.

Leland—Planting, etc.—The Stovall Co. has been incorporated with a capital stock of \$100,000 by W. T. Stovall and others.

MISSOURI.

Edna—Lumber Company.—T. C. Ballew and others have incorporated the Ballew-Lacy Lumber Co. with a capital stock of \$20,000.

Florissant—Electric-light Plant.—John F. Ashbrook and associates have obtained a franchise for electric lights.

Ironton—Woolen Mill.—The Arcadia Valley Woolen Mills has been incorporated with a capital stock of \$30,000 and erected a mill; John H. Morey, secretary.

Kansas City—Coal Mines.—The Missouri Consolidated Coal & Mining Co. will be incorporated to develop 11,000 acres of coal lands through which the new Missouri Midland Railway will pass.

Kansas City—Mining, etc.—The Zenith Mining & Milling Co. has been incorporated with a capital stock of \$4000 by James A. Bolen and others.

Kansas City—Ice-machine Works.—The Kansas City Ice Machine Manufacturing Co. has been incorporated with a capital of \$50,000 by F. E. Burroughs and others.

St. Louis—Shoe Company.—The Fred Weber Shoe Co. has been incorporated with a capital stock of \$20,000.

St. Louis—Bridge.—A bill has passed Congress giving permission to the East St. Louis & St. Louis Bridge & Construction Co., of East St. Louis, Ills., for the construction of a bridge across the Mississippi river from a point in St. Clair county, Illinois, to St. Louis.

Sullivan—Mill.—The Farmers' Mill Co. has been incorporated with a capital stock of \$4000 by A. E. Ellis and others.

Union—Water Works.—The city has had plans for water works prepared by W. H. Bryan, of St. Louis (Turner Building), and will construct same at once.*

NORTH CAROLINA.

Big Falls—Cotton Mill.—The Juanita Cotton Mills contemplate putting in boiler and engine in the spring.*

Charlotte—Telephone Factory.—There is talk of the erection of a telephone factory.

Edenton—Knitting Mill.—There is a report current that a knitting mill will be built.

Gastonia—Water Works.—The city will hold an election February 10 to decide as to the issuance of bonds for \$10,000 or more to build water works. Address the mayor.

Greensboro—Furnace.—The recently-noted purchasers of the North Carolina Steel & Iron Co.'s furnace have formed the Guilford Furnace to operate the property; may blow in by May 1.

Hendersonville—Quarry.—Thomas F. Orr is developing a granite quarry.

Hertford—Lumber Mill.—Fleetwood & Jackson will improve and add machinery to their mill.

High Point—Furniture Company.—The Alma Furniture Co. has been incorporated with a capital stock of \$8000 by H. W. Frazier and others.

High Point—Brick Works.—The High Point Brick & Tile Co. has ordered machinery to double its plant.

High Point—Chair and Table Factory.—E. Elwood Cox, of High Point; J. E. Cartland, of Concord, and H. H. Cartland, of Greensboro, will erect a chair and table factory.

High Point—Chair Factory.—The Eagle Furniture Co. will erect the \$15,000 chair factory reported last week. Plans have been drawn and work on same will commence at once and be completed within sixty days.

Hillsboro—Cotton Mill.—The mill of James Webb, Jr., noted last week, will be built and operated by the Eno Cotton Mills, of which Mr. Webb is treasurer; plans now being prepared; to have 10,000 spindles.

Marshall—Shoe Factory.—M. W. Lance and associates have equipped a \$5000 plant for the manufacture of shoes, twenty-four pairs daily to be made at the start. As soon as practicable a factory will be erected and the plant run at its full capacity of 250 pairs daily.

Morehead City—Handle Factory.—Mr. Terry has put in machinery for making handles.

New Berne—Knitting Mill.—The Clermont Knitting Mills have put in new machinery to increase output.

Newton—Distillery.—It is reported that Key & Co., of Statesville, N. C., will erect a distillery at Newton to use 100 bushels of corn daily.

North Wilkesboro—Woodworking Factory. W. B. Henry will establish a factory for insulators, brackets, pins, etc.*

Shelby—Cotton Mill.—The company to build the mill near Shelby, as reported last week, has for its president and general manager W. C. Black, of Greenville, N. C.; work on plant to be commenced February 1, and to have, when completed, a capital of \$500,000; water-power to be used. E. R. Cash, now of Gaffney, S. C., will be the superintendent of the mill.

South Washington—Saw Mill.—D. J. McMillan & Sons will erect a saw mill of 30,000 feet daily capacity.

Waynesville—Nursery.—Frank K. May will engage in fruit-growing, etc.

Wilmington—Delinting Plant.—The American Manufacturing & Export Co., of Atlanta, Ga., has decided, it is reported, to erect a cottonseed-delinting plant in Wilmington. By October next machinery will be put in sufficient to delint 100,000 tons of seed per day; F. K. Jones, of Atlanta, secretary.

SOUTH CAROLINA.

Charleston—Cotton Mill.—The proposed cotton mill, reported last week, has obtained commission to organize under the name of the Seaview Cotton Manufacturing Co.; W. P. Carrington, Geo. A. Wagener and others, incorporators.

Columbia—Electric-power Plant.—The Columbia Water Power Co. will erect at once the power plant reported last week. Contract for the water-wheels has been let to the Rodney-Hunt Machine Co., of Orange, Mass., and for the electric generators to the General Electric Co., of New York.*

Greenville—Candy Factory.—M. S. Garrow has established a candy factory.

Newberry—Broom Factory.—B. H. Cline has equipped a broom factory.

TENNESSEE.

Allardt—Oil Developments.—Bruno Gerut has leased large areas of land to practical oil developers, who will drill for oil.

Athens—Cotton Mill.—The North Athens Cotton Mills has contracted for new lapper equipment, and will put in new railway heads and drawing frames.

Byrdstown—Oil Wells.—The Central Oil Co. is drilling oil wells.

Chattanooga—Furnace.—James M. Davis, superintendent of the Georgia Mining & Manufacturing Co., has received orders to prepare the furnace for blowing in. One hundred and fifty men will be employed.

Cowan—Timber Lands and Lumber Plant. Wisconsin parties are negotiating with J. L. Gilton, of Winchester, Tenn., for a large tract of timber land on which they propose erecting a large lumber plant and manufacturing hubs, spokes, rims and other wagon material.

Harriman—Publishing Company.—The Harriman Printing & Publishing Co. has been incorporated to succeed the Advance Printing Co.; capital \$5000.

Knoxville—Shoe Factory.—C. B. Bozeman and associates will incorporate the East Tennessee Shoe Co. and erect a factory.

Knoxville—Butter-machinery Factory.—Geo. A. Norcross, of San Antonio, Texas; Berwanger Bros., of Knoxville, and others will form a company to manufacture a patent butter separator.

Lebanon—Handle Factory.—J. W. Martin & Co. are erecting a handle factory.

Napier—Furnace.—The Napier Iron Works, of Nashville, has blown in its furnace at Napier.

New Market—Zinc Mines.—The Ingles Zinc Co. is developing zinc mines.

Paris—Telephone Franchise.—Telephone franchise has been granted to the Cumberland Telephone Co.

Spurrier—Oil Wells.—Miss Jane Stone, of Brooklyn, N. Y., and Hankey & Cole, of Bowling Green, Ky., are drilling for oil near Spurrier.

Winchester—Bridge.—The county court has decided to erect an iron bridge across the Elk river, to be eighty feet long and ten feet high. Address the county clerk.

Winchester—Electric-light Plant.—J. L. Gilton contemplates the erection of an electric-light plant.*

TEXAS.

Brownwood—Electric-light Plant.—John G. Lee will erect an electric-light plant.

Dublin—Mercantile.—The Townsend-Miller Merchandise Co. has been incorporated with a capital stock of \$10,000 by W. T. Miller and others.

Fort Worth—Coal Company.—The Stewart Coal Co. has been incorporated with a capital stock of \$5000 by W. F. Stewart and others.

Gainesville—Mercantile.—The Waples-Painter Co. has been incorporated with a capital stock of \$100,000 by Paul Waples and others.

Galveston—Creosoting Company.—L. V. Elder and others have incorporated the International Creosoting & Construction Co. with a capital stock of \$50,000.

Hillsboro—Mercantile.—The Stroud-Gibson Wholesale & Retail Grocery Co. has been incorporated with a capital stock of \$50,000 by N. Stroud and others.

Houston—Manufacturing, etc.—The Wilson, Evers & Co. has been incorporated to manufacture bicycles, sporting goods, etc., with a capital stock of \$30,000 by W. W. Wilson and others.

Houston—House-building Company.—F. J. Burke and others have incorporated the International House Construction Co. with a capital stock of \$15,000.

Rockdale—Electric-light Plant, etc.—The Rockdale Improvement Co. has amended its charter, increasing capital to \$50,000 from \$25,000 and obtaining privilege to erect electric-light plant, ice factory, cotton gin, grist mill, etc.

Sherman—Mercantile.—The Murphy Dry Goods Co. has been incorporated with a capital stock of \$50,000 by George Murphy and others.

Sugar Land—Paper Mill.—Ed. H. Cunningham & Co. contemplate the erection of a paper mill to use bagasse.

VIRGINIA.

Basic City—Iron Works.—The Basic City Chilled & Rolled Iron Works has borrowed the sum of \$100,000 on its property, and it is said will resume operations at an early date.

Berryville—Electric-lighting.—The city is desirous of contracting for lighting its streets by electricity. Address the mayor.

Fredericksburg—Pickle Factory.—Wm. Peddon will start a pickle factory.

Fredericksburg—Extract Works.—Knox Bros. have about completed their extract works; capacity seventeen barrels daily.

Laurel—Workshops, etc.—A bill has been introduced in the legislature to appropriate \$10,000 for the purpose of equipping and erecting workshops and other buildings for the prison association.

Norfolk—Artesian Well.—The board of water commissioners has awarded contract to C. L. Parker, of Norwich, N. Y., for the boring of an artesian well 2000 feet in depth at a cost of \$17,000.

Richmond—Power-house.—The Richmond Traction Co. has let contract to W. A. Chesterman & Co. for the erection of its power-house.

Richmond—Telementograph Company.—J. Campbell Mahen, William H. Eckert, A. S. Buford and J. Taylor Ellyson have incorporated the American Telementograph Co. with a capital stock of \$50,000 for conducting a telementograph and telegraph business.

WEST VIRGINIA.

Benwood—Wharves, Coal Tipples, etc.—The Pittsburg, Monongahela & Wheeling Railroad has secured options upon 15,000 feet of river frontage, on which it intends to erect wharves, coal tipples and other shipping facilities.

Ceredo—Saw Mill.—The J. H. Millender Lumber Co. is putting in new boilers.

Ceredo—Net Factory.—Robert Cameron and Frank Webb will start the manufacture of horse nets, employing twenty hands.

Charleston—Door or Cracker Factory.—Fred P. Grosscup and others have incorporated the Kanawha Manufacturing Co., and will establish either a cracker or a door factory; capital stock to be \$100,000.

Kingwood—Saw Mill.—W. W. Graham and Charles Wall will erect a large saw mill.

Martinsburg—Brick Works.—George W. Ruxton has equipped a plant for the manufacture of 30,000 bricks per day at a cost of \$6000.

Martinsburg—Canning Factory.—A company will be formed to erect a canning factory to cost over \$35,000; a cold-storage plant will be included. Will make cans for own trade and others. J. H. Gettlinger can give information.

Petterman—Tannery.—The Oak Harness Co., of Pruntytown, W. Va., will remove its tannery to Petterman and rebuild on a larger scale.

Piedmont—Coal Mines.—M. C. Fuller and others have purchased the mines of the Piedmont-Cumberland Coal Co., and will continue to operate same.

West Virginia—Oil Development.—I. C. White, of Morgantown, W. Va., has leased land to Pittsburg parties, who will drill for oil.

Wheeling—Box Factory.—George B. Dryden and associates have formed the Acme Box Co., and will equip a box factory.

Wheeling—Oil Company.—The Stephens Oil Co. has been incorporated by F. Reister and others to drill oil wells.

BURNED.

Charlottesville, Va.—The planing mills of J. M. Williams.

Clifton, Ga.—The chemical works of the Clifton Chemical Co.; loss \$25,000.

Lebanon, Texas.—The Wilson county jail.

Marshall, Texas.—T. A. Elgin's hotel building; loss \$10,000.

BUILDING NOTES.

Alvarado, Texas—School.—The city contemplates erecting a \$20,000 schoolhouse. Address the mayor.

Anniston, Ala.—School.—The contract has been let to Thos. L. Houser & Co. for the erection of the buildings for the Industrial School for Negroes; building to cost about \$40,000.

Atlanta, Ga.—School.—F. P. Helfner is about to commence work on the \$38,000 schoolhouse, contract for which was awarded to him a year ago.

Baltimore, Md.—Church.—Baldwin & Pennington will prepare plans for \$28,000 worth of improvements to the R. C. Church of St. Michael; Rev. Peter Grein, rector.

Baltimore, Md.—Dwellings.—Wm. F. Schumick will erect twenty-two three-story dwellings.

Benning, D. C.—Samuel S. Howland, of 1731 I street N. W., Washington, D. C., has obtained permit to erect a \$7000 building at Benning.

Brunswick, Ga.—Theatre.—Jesse D. Mitchell contemplates erecting a \$30,000 theatre.

Charlotte, N. C.—Dwellings.—F. B. Ferris will erect a dwelling.

Douglas, Ga.—Store.—B. Peterson will erect a store building. An error last week had this item under Alabama.

Fitzgerald, Ga.—Bank Building. J. O. Shepard, of Social Circle, Ga., and W. E. Barren, of Abbeville, Ga., will erect a bank and store building in Fitzgerald.

Fitzgerald, Ga.—Hall Building.—The Grand Army Post has decided to erect a hall to cost \$10,000; to be two stories high, of brick, 40x150 feet. Address M. Mallory.

Greensboro, N. C.—Dwelling.—Caesar Cone will erect a dwelling to cost from \$10,000 to \$15,000.

Greenwood, Miss.—Church.—The Baptists are raising funds to erect a \$12,000 church. Address the pastor.

Hallettsville, Texas—Hotel.—The Hallettsville Hotel Co. is remodeling a store building to a hotel at a cost of \$14,000.

Harrisonburg, Va.—Courthouse.—The board of supervisors of Rockingham county will receive plans and specifications until February 11 for repairing the present courthouse or the erection of a new one, fire-proof, to cost not more than \$30,000. Address J. S. Messerley, clerk.

Hendersonville, N. C.—Dr. Few and W. H. Justus will erect a one-story granite business house.

Memphis, Tenn.—Office Building.—The Southern Express Co. has obtained permit for the erection of its proposed office building recently decided upon; to be of steel construction, six stories high, and cost about \$30,000.

Montezuma, Ga.—Dwelling.—T. E. Chambers will erect a dwelling.

Montgomery, Ala.—Temple.—The Masonic fraternity will erect a temple. Address the secretary of the order.

New Orleans, La.—Residence.—George L. Gurley has permit to erect a \$3300 two-story residence.

New Orleans, La.—Store.—C. N. Maestri will erect a store building to cost \$9000.

Norfolk, Va.—Wharves.—Contract has been let to Wilson & Seay, of Lynchburg, for the erection of a wharf building 188x702

feet at Pinner's Point for the Southern Railway.

Norfolk, Va.—Dwelling.—Mrs. M. L. Walters has let contract to M. V. Beale for the erection of a dwelling to cost \$10,000.

Temple, Texas—Store.—A. F. Bentley will erect a two-story brick store 60x100 feet.

Washington, D. C.—Residence.—Joseph Bahn has permit for the erection of a dwelling to cost \$8500.

Winchester, Tenn.—Church.—The Baptist congregation will erect a new church building.

Winchester, Tenn.—Stores.—Ellis Days will build two store buildings.

Winston, N. C.—Courthouse.—The county court will open bids February 17 for the erection of the new Forsyth county courthouse, lately noted. Plans and specifications have been prepared by Frank P. Milburn, of Kenova, W. Va. (See adv. in Manufacturers' Record of January 31).

RAILROAD CONSTRUCTION.

Steam Railways.

Abingdon, Va.—Douglas Robinson, J. C. Watson and others have formed the Virginia Southwestern Company, which intends building a road from a point on the Norfolk & Western at Marion or Abingdon through Smyth and Washington counties.

Ashville, Ala.—The Alabama Great Southern Company may use the right of way of the Lathrop-Hatton Lumber Co. to extend its line to the Coosa river from Ashville. The lumber company operates a logging road at present.

Beaumont, Texas.—It is reported that the Fort Worth & Denver road (Union Pacific system) may be extended to Sabine Pass, on the Gulf of Mexico, by way of Palestine and Nacogdoches, Texas.

Blacksburg, S. C.—It is stated that the Ohio River & Charleston Company is surveying the line between Blacksburg and Spartanburg, referred to recently in the Manufacturers' Record. Samuel Hunt, of Cincinnati, is president of the company.

Blacksburg, S. C.—An officer of the Ohio River & Charleston confirms the statement in the Manufacturers' Record that this company is making surveys of a proposed line from Blacksburg to Spartanburg by way of Gaffney and other cotton-mill centres.

Brenham, Texas.—H. Croux, W. Andrews and others are promoting a plan to build a railroad from Brenham to the gulf by way of Victoria, Texas.

Chapman, Ala.—The W. T. Smith Logging Co. is extending its lumber road from Chapman to a connection with the Mobile & Girard road at Searight, Ala.

Chattanooga, Tenn.—It is announced that the Southern Railway Co. will rebuild portions of the Chattanooga Belt Line and expend about \$50,000 in repairing the track and rolling stock. Several spurs to factories may be built. Superintendent W. A. Vaughan may be addressed.

Daleville, Ala.—Subscriptions are being secured for a road from Mill to Greenville, Ala., which will connect the Plant system with the Louisville & Nashville. The route is to be by way of Daleville, and is about twenty-five miles long.

Denison, Texas.—A. A. Chapman, who is promoting the Denison & Northern, claims that arrangements have been completed to construct this line from Denison to the Choctaw coalfields.

Denison, Texas.—The extension of the Texas & Pacific system to Denison has been completed, and is now in operation.

Elkton, Va.—The Chesapeake & Western Company has let the contract for a steel bridge across the Shenandoah river at Elkton, and is preparing to operate the line between Bridgewater and Elkton. E. C. Machen, at Harrisonburg, is president of the construction company.

Fairfax, Va.—Surveys are being made for a line from the Potomac river to a connection with the Southern system at Fairfax station. [This is supposed to be a branch which will connect the Southern and the Baltimore & Ohio.—Ed.]

Fortress Monroe, Va.—It is stated that the War Department will build a standard-gage track one and one-half miles long from Old Point to some proposed fortification. Address commandant at Fortress Monroe.

Galveston, Texas.—The receivers of the Galveston, La Porte & Houston have been authorized to issue \$250,000 in certificates to complete the road. Mr. T. W. House is one of the receivers.

Georgetown, Texas.—The Trinity, Cameron & Western has been reorganized by the

election of the following officers: R. Lyles, of Cameron, Texas, president; F. M. Crawford, of Cameron, Texas, vice-president; Frank Carothers, of Georgetown, secretary. It is stated that steps to complete the road will be taken at once.

Hamburg, Ark.—Surveys are being made for the railroad from Sunnyside colony to Hamburg. The road is to be called the Sunnyside, Hamburg & Western, and its promoters have received a land bonus of 30,000 acres from Chicot and Ashley counties to build it. The distance is fifty miles. The Sunnyside Company, 192 Broadway, New York, may be addressed.

Hinton, W. Va.—A bill has passed the Virginia legislature incorporating the Hinton, New River & Western Company.

Huntington, W. Va.—It is reported that the Virginias Railway, if connected with the Cincinnati, Hamilton & Dayton system, may form part of a new line from Chicago to Hampton Roads by a connection with the Atlantic & Danville or by an independent line across the Virginias. C. W. Smith is president.

Leesville, La.—The parish of Calcasieu is to vote on a tax to construct a branch of the Kansas City, Pittsburg & Gulf from Leesville to Lake Charles. The distance is about sixty-five miles.

Lexington, Va.—John C. Bonds, W. S. Hopkins, Robert Cutlett and others have organized the Lexington & Goshen Co., which proposes to construct a line between the points named. The distance is twenty miles.

Louisville, Ky.—If the trolley line from Louisville to Fairfield is built, a branch may be constructed from Taylorsville to Mount Washington. Rowland Cox, at Louisville, is engineer.

Marshall, Mo.—It is reported that a company has been formed to construct a road from Marshall to Galveston, Texas, by way of Sedalia and Springfield, Mo., and Little Rock, Ark. The company is called the Missouri Midland Railway, and will work in connection with the Missouri Consolidated Coal & Mining Co., which, it is claimed, has secured 11,000 acres of land along the route.

Moundsville, W. Va.—J. E. Hooten, H. W. Hunter and others have been appointed a committee to secure subscriptions to \$100,000 worth of stock in the Pittsburg, Monongahela & Wheeling Road if its promoters will locate the terminus at Moundsville.

New Orleans, La.—It is reported that a company is to be formed to construct a line from New Orleans to the Gulf at Grand Isle. The distance is about fifty miles. New York parties and several officials of the New Orleans & Western Company are said to be interested.

New Orleans, La.—The East Louisiana Company has begun the work of changing its Spanish Fort line from narrow to standard gauge. John Poltenen is president.

New Orleans, La.—It is reported that the Illinois Central is considering the advisability of making its road a double-track line from Chicago to New Orleans. The distance is 912 miles. Stuyvesant Fish, at Chicago, is president.

Pineapple, Ala.—The Manufacturers' Record is advised that the branch of the Louisville to Pineapple will probably be built at once. It will be about three miles in length.

Point Pleasant, W. Va.—Chief Engineer Garrett Savage, of the Point Pleasant, Buckhannon & Tygart's Valley road, informs the Manufacturers' Record that it will be about fifteen miles long. The route will be surveyed in March. John Bradshaw, at Camden Station, Baltimore, is president of the company.

Richland, Ga.—The proposed road between Richland and Louvale would form a portion of the Georgia & Alabama road about ten miles long. Engineers have made surveys for it. Cecil Gabbett, at Americus, is general manager of the Georgia & Alabama.

Richmond, Va.—A bill has been introduced in the legislature authorizing the Piedmont Soapstone Co. to construct twenty-five miles of tramroad.

Rockport, Texas.—The organization of the Aransas Harbor Terminal Railway Co. has been effected and directors chosen as follows: Alexander Brown and Walter B. Brooks, Jr., of Baltimore; T. B. Wheeler, D. T. McLaren, C. H. Sawyer and N. J. Garrows, of Aransas Pass, and Thomas H. Franklin, of San Antonio. The contract to build the road has been awarded by previous arrangement to J. P. Nelson, of San Antonio.

Rodburn, Ky.—Surveys are again being made from Rodburn to the canal coalfields for the line which the Hixson-Rodburn Lumber Co. proposes to build. It will be eleven miles long.

Savannah, Ga.—It is reported that a New

York syndicate has become interested in the Macon, Dublin & Savannah road, and may complete it between the points named. Jas. T. Wright, at Macon, is general manager.

Shreveport, La.—Thus far the work on the Kansas City, Pittsburg & Gulf has progressed as follows: Section between Kansas City and Fort Smith, Ark., 325 miles completed; section between Texarkana and Shreveport, seventy-two miles graded and sixty miles of track laid; section between Texarkana and Horatio, forty-eight miles completed. On section from Shreveport to Sabine Pass fifty miles have been let to contractors. Between Kansas City and Shreveport sixty miles remain to be completed. Steel rails are being received at the rate of 100 carloads a month. The section from Fort Smith to Shreveport is being completed by the Arkansas Construction Co., and the section from Shreveport to Sabine Pass by the Kansas City Terminal Construction Co.

Southern Pines, N. C.—It is reported that Northern parties are interested in a road to be built from Southern Pines through Charlotte, in Montgomery county.

Staunton, Va.—A horseback survey is being made of a route from Staunton through Monterey to the West Virginia coalfields. It is said to be in the interest of a company chartered as the Staunton, West Virginia & Pacific.

Tallassee, Ala.—The railroad from Tallassee to Milledge station, on the Western Railway of Alabama, will be completed about February 1. It is six miles long, and is called the Tallassee & Montgomery.

Washington, D. C.—Senator Fairfax has introduced a bill in the Virginia legislature to incorporate the Hudson & Aldie Co. to build a line from a point on the Potomac opposite Washington through Hudson, Aldie and Arcola, in Virginia. J. W. Starr, John S. Duffie and W. Floyd Middleton, of Fairfax county, are interested.

Washington, D. C.—Senator McMillan has introduced a bill in Congress providing for the removal of grade tracks of the Pennsylvania Railroad in that city by lowering them below the street level. The work is estimated to cost nearly \$4,000,000, and is to include fourteen highway bridges and a new steel bridge over the Potomac river.

Electric Railways.

Frederick, Md.—The Frederick & Middletown Electric Company has several miles of line graded and is now negotiating for rails. President Smith may be addressed.

Pensacola, Fla.—W. H. Bosley and other Baltimore security-holders of the Pensacola Terminal Railway Co. are considering plans to place electric motors on the line and rebuild it. The improvements would cost fully \$200,000.

Richmond, Va.—The Fairmount Traction Co. has asked a franchise from the legislature to construct an electric road in Richmond and Henrico county. William T. Hechler and William J. Westwood are among those interested.

Sherman, Texas.—The College Hill & Park Electric Company may extend its line to two of the suburban towns. J. R. Cole may be addressed.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Assay Outfit.—J. S. Knight, Box 26, Charlotte, N. C., wants to buy an assay outfit, new or second-hand.

Baking powder Machinery.—Hansbrough, Trout & Co., Front Royal, Va., want to correspond with makers of machinery for mixing baking powder.

Baling Machine.—The S. W. Venable Tobacco Co., Petersburg, Va., wants a baling machine for tobacco stems.

Boiler and Engine.—R. C. Mansfield & Son, Cat Creek, Ky., want estimates on a boiler and engine, twelve to sixteen horse-power, new or second-hand.

Boiler and Engine.—W. B. Henry, North

Wilkesboro, N. C., wants prices on a boiler and engine, fifteen to twenty horse-power.

Boiler and Engine.—The Juanita Cotton Mills, Big Falls, N. C., will probably want a boiler and engine in the spring.

Boilers.—The Louisiana Molasses Co., New Orleans, La., wants prices on upright boilers, forty to fifty horse-power, about.

Boilers.—The Richland L. & F. Co., Richland Station, Pa., wants to buy a first-class second-hand fifteen to twenty horse-power boiler mounted on wheels for steam drilling.

Boilers and Engine.—O. D. Faublon, Velasco, Texas, wants bids on a fifty horse-power stationary engine and sixty-five horse-power boilers. See "Lumber Mill."

Boilers and Engines.—See "Electric Plant."

Boilers and Engines.—See "Electric-light Plant."

Boilers and Engines.—The board of trustees of water works, etc., Jacksonville, Fla., will receive sealed proposals until February 11 for furnishing and erecting two duplex triple-expansion engines, with engine to be able to pump 5,000,000 gallons in twenty-four hours against a head of 275 feet; also two water-tube boilers of 200 horse-power each, to carry 120 pounds of steam, set complete with all appurtenances and connections to the chimney at the pumping station. For specifications and further information address R. N. Ellis, superintendent; B. F. Dillon, chairman.

Brick Machinery.—Hoover & Floyd, Fitzgerald, Ga., want brick machinery.

Brick Machinery.—Orth & Co., Fitzgerald, Ga., want brick machinery.

Brick Machinery.—The Frederick City Brick Works, Frederick, Md., wants some clay screws, repairs to brick machinery and best improved method for drying brick.

Bridge.—The city of Atlanta will open bids on March 1 for the erection of an iron and steel bridge to cost about \$15,000. R. M. Clayton, city engineer, is now preparing plans.

Broom Machinery.—W. L. Moore, Box 245, Norfolk, Va., wants to correspond with manufacturers of broom machinery, and with dealers in and raisers of broom corn.

Canning Factory.—Robert L. Maynard, Americus, Ga., wants full information regarding canning factories, estimate on machinery, etc.

Cotton-mill Machinery.—The Fairfield Cotton Mills, Wimbors, S. C., will want from 5000 to 10,000 spindles next summer.

Derrick Irons.—The Lafferty Mills, Crozet, Va., wants a set of derrick irons.

Electric-light Plant.—J. L. Girton, Winchester, Tenn., wants to obtain estimates on an electric-light plant of arc and incandescent lights for town of about 2500 inhabitants, boilers and engines to be included.

Electric-light Plant.—I. Bailey, Madisonville, Ky., is in the market for an electric-light plant to supply sixty arc lights of 2000 candle-power and 1000 incandescent lights of sixteen candle-power.

Electric-light Plant.—The Quincy Electric Light, Heat & Power Co., Quincy, Fla., wants an electric-light plant, to be operated by water-power four and one-half miles from the town, and to have 600 incandescent lights of sixteen candle-power each, and thirty or forty arc lights 1200 candle-power each; also wants power plant for above, which will be used in the daytime for running a flour mill; about seventy-five to 100 horse-power required.

Electric Plant.—Proposals will be received until February 5 for the erection of an electric plant for the Columbia Water Power Co. at Columbia, S. C.; A. G. Stevens, secretary.

Electric Plant.—Middleton & Freeman, 68 Bay street, Savannah, Ga., want a dynamo to develop 2200 to 2500 amperes at sixty volts for twenty-four hours per day; also want engine and belts to drive the dynamo, and may possibly need boilers to furnish the steam.

Elevator (passenger).—Sealed proposals will be opened February 15 for the construction of a passenger elevator in the United States postoffice building at Jacksonville, Fla.; elevator to be hydraulic; pumps, car, tanks, piping, etc., to be included. Address W. M. Aiken, supervising architect, Washington, D. C. (See advertisement in Manufacturers' Record of January 31.)

Engine.—The Farmers' Cotton Oil Mill, Morrilton, Ark., wants a second-hand Corliss engine; state number, name of maker, how long used, condition and lowest price.

Flour Mill.—Daily & Garner, Hardy, Ark., will let contract soon for machinery for a 50 barrel flour mill.

Gang Edger.—The H. M. Eddy Lumber Co., Brooklyn, Fla., wants a gang edger.

Hoisters.—J. S. Knight, Box 26, Charlotte,

N. C., wants to buy steam hoisters. Give full description.

Hoisting Engine.—Lock Box 7, Texas, Md., wants to buy a good second-hand friction hoisting engine of about fifteen horse-power.

Hoisting-machinery Brakes.—Guild & White, Keystone Block, Chattanooga, Tenn., want to correspond with manufacturers of steam brakes for hoisting apparatus.

Knitting Mill.—W. B. McCarron, Dalton, Ga., wants complete information about knitting mill, cost of machinery, etc.

Lumber Mill.—The Fort Myers Building and Improvement Association, Fort Myers, Fla., wants saw mill and planer, shafting, pulleys, belting, etc.; J. Hoag, Jr., secretary.

Lumber Mill.—O. D. Faublon, Velasco, Texas, wants bids on a fifty horse-power stationary engine and sixty-five horse-power boilers, saw mill with top saw, double surfacer, planer, shingle machine, edger and cut-off saw, with bull wheel to drag logs out of river.

Machine Tools.—Frank Heierman & Bro., Austin, Texas, want a 36-inch and 20-foot screw cutting lathe with all latest attachments, 30-inch and 30-inch and eight-foot planer, and about 36-inch or 40-inch drill press.

Machine Tools.—Emmet Horton, 54 Sly street, Elmira, N. Y., wants a milling machine and a radial drill.

Mining Machinery.—Machinery for gold-mining will be wanted soon by James P. Moore and associates, of Carrollton, Ga.

Molasses Reboiling Plant.—The Louisiana Molasses Co., New Orleans, La., will need pumps, strike pan, cooler, tanks for manipulation and in connection with air pumps. Wants latest improved strike pan, in which can reboil about six barrels of fermented molasses, with latest improved cooler to keep molasses from turning red after being reboiled, and the quickest way to cool it after passing from the pan to the cooler. See "Boilers."

Power Plant.—See "Electric-light Plant."

Railway Construction.—The Baltimore, Middle River & Sparrow's Point Railroad Co., 704 East Baltimore street, Baltimore, Md., will receive sealed proposals until February 4 for the construction of a part of the road and a bridge. Specifications, profile plans of bridge, etc., can be examined at the office of the engineer, Charles B. McLean, as above; James Young, president.

Railway Equipment.—The Black Diamond Coal Co., Knoxville, Tenn., wants 1000 wheels and axles, 16-inch, self-ollers, 36-inch gage; also thirty tons of steel rails, 30-pound, splice bars and bolts.

Registering Machine.—Emmet Horton, 54 Sly street, Elmira, N. Y., wants a register applicable to basket machines to count the number of baskets produced.

Sewer Pipe.—Sealed bids will be opened February 3 for supplying sewer pipe and cement to the city of Atlanta, Ga., during the year 1896. Address the mayor.

Sewer Work.—Sealed proposals will be opened February 10 for the construction of brick or concrete sewers and appurtenances at San Antonio, Texas. Plans and specifications can be seen at the office of the city engineer, A. C. Pancoast.

Steam Shovel.—Lane Bros. & Co., Esmond, Va., want to buy a steam shovel with capacity of from 800 to 1000 yards in ten hours, either new or second-hand.

Tank.—B 701, Sun Office, Baltimore, Md., wants to buy a second-hand 200-gallon caldron.

Telephone Equipment.—John D. Gunn, Cuthbert, Ga., wants to contract for an equipment for telephone system.

Vault for Courthouse.—The county commissioners of Screven county, Sylvania, Ga., will receive sealed proposals until February 10 for the building of a fire-proof vault according to plans and specifications by L. F. Goodrich, of Augusta, Ga.

Wire Rope.—The Black Diamond Coal Co., Knoxville, Tenn., wants 11,000 feet of three-quarter-inch best crucible steel wire rope, seven wires to the strand; also 5000 feet of one-inch best crucible steel wire rope, seven wires to the strand, for drum haulage.

Water Motor.—O 449, Sun Office, Baltimore, Md., wants a small water motor, one-half to one horse-power, Backus or Turk, to run on thirty pounds pressure; state price.

Water Works.—The city of Union, Mo., will receive bids until February 17 for the construction of water works after plans by William H. Bryan, of St. Louis, office in Turner Building, where plans and specifications can be seen at the office of the city clerk of Union.

Woodworking Machinery.—W. B. Henry, Gang Edger, North Wilkesboro, N. C., wants prices on machinery for making telegraph insulators, pins, brackets, etc.

TRADE NOTES.

The Randolph Electric Light Co., Randolph, Mass., is increasing its steam plant by the addition of a 100 horse-power tandem compound condensing engine of the Ball Engine Co. (Erie, Pa.) manufacture.

Tramway locomotives built by the Climax Manufacturing Co., Corry, Pa., are giving approved service on a number of roads. Recently the company shipped one to Huntington, W. Va., and have booked a number of orders.

The Warren Manufacturing Co., of Warren, R. I., has ordered for its new mill its complete equipment of revolving flat cards and drawing-frames from the Pettet Machine Works, of Newton Upper Falls, Mass. This is the largest order that has been placed in carding machinery for some time.

Several large plants were recently bought out by Frank Toomey, 231 North Third street, Philadelphia, Pa., dealer in second-hand equipment. A large stock of Corliss engines of 250 to 1000 horse-power is being carried, and special bargains are offered to be taken before removal of machinery from works.

Notice is given of a postponement of the date for the sale of the Chattahoochee Brewery at Columbus, Ga. The sale will take place on February 17. A card elsewhere in this issue gives information regarding the property. The plant represents an investment of nearly \$200,000, and is of the most approved character.

The Foster Engineering Co., of Newark, N. J., has received an order for eleven of its new "class W" steam-pressure regulators, ranging in size from one and one-quarter inches to four inches, for the United States cruiser "Newark," now at Montevideo. These valves are to take the place of old styles furnished the "Newark" when she first went into commission.

Removal of the Whitman Agricultural Co. is announced. This company is now installed in a large modern manufacturing plant, consisting of ten substantial brick and steel buildings. The new plant embraces about seven acres of ground at St. Louis, Mo., with a large frontage on the Mississippi river. Floor space of over 140,000 square feet is provided, and the latest improved machinery forms the equipment.

Cast-iron gutters promise to become a popular adjunct for buildings. A recent invention embodies advantages in such a gutter that should lead to its general introduction. It requires no bands, and is strong enough to bear the weight of a ladder. Leakage or loss of shape are said to be impossible, and the gutter can readily be adjusted by an inexperienced person. Leathley & Co., Richmond, Va., are introducing these gutters.

The first of several steam launches of special design for Southern Mexico has been shipped by the Marine Iron Works, Clybourn and Southport avenue, Chicago, the destination being 3200 miles from that city. Shipments of this character are safely made by rail for the small and medium-sized launches, but for larger work the same company builds only the complete outfits of marine machinery and equipment for the native boat-builders.

At a recent meeting of the stockholders of the Junction Iron & Steel Co., Mingo Junction, Ohio, held at Wheeling, W. Va., the following directors were elected: Henry K. List, James W. Paxton, David Gutman, J. J. Holloway, M. J. Urquhart, A. S. List and George A. Dean. Owing to illness, President Priest declined re-election, and M. J. Urquhart was elected president and general manager, and George A. Dean, secretary and general superintendent.

Winter tourists are finding many charms attending a stay in Charleston, S. C. The solidity of the city's commerce and manufactures, as well as the attractions of the place for establishing one's residence, is a feature. There are now 263 manufacturing establishments in Charleston, which give employment to 5747 hands and employ a capital of \$10,564,000. Last year the value of the products of these enterprises amounted to \$14,807,000.

A heavy roof is not needed for the greater number of buildings. It is to sustain no superstructure, nor to be subject to extra weight at any time. A light roof answers every purpose, and offers many advantages. It does away with girders, braces and numerous other contrivances necessary to sustain a heavy one. These increase neither

the comfort nor the convenience of the building; they do increase the cost. This extra cost may be either saved or used to more advantage in other parts of the building. By the use of gutta-percha wire-edge roofing a substantial light roof can be secured. Circular matter on this subject is sent out by the Empire Paint & Roofing Co., 221 North Fourth street, Philadelphia, Pa.

Special attention is being given to the manufacture of a toolroom lathe combining all the best points of a "standard" or old-fashioned lathe, with the "quick change" of feeds and screw-cutting contained in all the engine lathes made by the Lodge & Shipley Machine Tool Co., of Cincinnati, Ohio. It also has graduated length and cross-feeds and graduated set-over of tailstock. An improved taper attachment, which requires the setting or releasing of only one screw to connect or disconnect it, is a feature appreciated by users.

Several years ago the Buffalo Forge Co., Buffalo, N. Y., supplied the largest dry-kiln which has ever been placed in the Northwest. Anxious to learn the service performed, a communication was sent to the Tacoma Mill Co., Tacoma, Wash., in whose plant it was erected. The reply from Wm. Hanson, the company's manager, says: "The lumber dryer which you installed for us some time ago has so far given very satisfactory results, and we have no complaint to make, and could recommend them to anyone seeking similar machinery."

The Cotton States Belting & Supply Co., of Atlanta, Ga., has been organized and established headquarters at 17 South Forsyth street, where it will keep a full line of belting and supplies, including rubber and leather belting, packing and hose, asbestos coverings and roofings, etc. The company is agent for the New York Belting & Packing Co., of New York city; the New York Leather Belting Co., of New York city; H. W. Johns Manufacturing Co., of New York city, asbestos goods, and E. C. Atkins & Co., of Indianapolis, Ind., makers of saws. Mr. J. J. Disosway is manager of the concern.

The Philadelphia Bourse is averaging over 600 visitors daily. This remarkable enterprise has proven a gratifying success to the aggressive business men by whom it was established, and the city of Philadelphia is bound to feel an impetus from its operation. Features are introduced that afford entertainment as well as instruction. A series of promenade concerts are provided, and in the machinery department it is contemplated to operate a full line of equipment. Recently Mr. Emil P. Albrecht was elected secretary of the Bourse. The new official is of the broad-gauged character that measures up to the opportunities of this great institution.

Announcement is made that the J. R. Alsing Co., of 60 New street, New York, manufacturer of crushing, grinding and pulverizing machinery of all descriptions, has disposed of all its interests, including patents, good will, etc., to R. F. Abbe, who has been its vice-president and manager for several years. After February 1 Mr. Abbe will carry on the former business of the above company under the name of "J. R. Alsing Co., R. F. Abbe, Proprietor." The offices will still be located at No. 60 New street, New York city. It is hardly necessary to add that this change takes nothing from the high repute in which this company's products are held.

Contract was recently awarded by the Ludlow-Saylor Wire Co., St. Louis, Mo., for a new building, to be finished before the 1st of October next ready for occupancy. This building will give the company double the number of square feet it now enjoys, permitting the addition of new lines to its business, as well as new facilities for the manufacture of the specialties for which it has had a wide reputation for many years past. The addition of new machinery and new facilities will as well enable the company to furnish work quicker, and therefore with greater satisfaction to its patrons than ever before. Recently the company furnished quite a large amount of work, covering ornamental iron work, for St. Albans, Vt., Worcester, Mass., New Orleans and a number of other of the larger cities throughout the country. At present it is at work upon the manufacture and erection of a large contract for wrought-iron fencing, gateways and arches for the handsome residence in St. Louis owned by Mr. John W. Kauffman, near the entrance of Forest Park, as well as a number of other contracts, both for local use as well as outside of this city.

Alexandria, Ind., recently tested its new water works. On the evening of the day on which the trial was made a special meeting

of the city council was held, and the entire plant unanimously accepted. A high tribute is paid to the company supplying the machinery. Among other things the local paper says: "The Stillwell-Bierce & Smith-Valle Co. is one of the largest firms in the United States engaged in the manufacture of pumping machinery, and its engines embody all the latest and most improved features of that class of work. A visit paid to the pumping station will convince the most skeptical that no error was made in selecting this reliable firm to supply the engines and machinery, for every detail of the contract has been faithfully carried out. A valuable adjunct to the entire plant is an improved Stillwell heater, filter and lime extractor. Its chief duty is to remove lime, magnesia, etc., from the feed water, and as a result delivers to the boilers pure water at a boiling temperature. This heater saves fuel, as well as boiler cleaning and repairing, and is particularly adapted to all water containing scale-producing ingredients. In many of the great plants of the Western States it is an absolute necessity, and wherever used secures the highest and most favorable comment. No question exists but that Alexandria's citizens and officials feel perfectly confident that the Smith-Valle machinery in the pumping station is equal to any in the State, and all are apparently enthusiastic in its praise, and not one word has yet been spoken against it."

TRADE LITERATURE.

A large stone planer is the central figure on a neat and substantial calendar sent out by the Lincoln Iron Works, Rutland, Vt.

The Kansas City wheel scraper, which has secured wide popularity, has a number of good points appealing to the practical contractor. It is loaded and dumped by one man, who drives the team. A catalogue giving a full description is issued by the Kansas City Wheel Co., Kansas City, Mo.

An effective calendar is issued by the New Orleans Roofing & Metal Works, New Orleans, La. It is of large size, and displays some of the products of these works.

A second edition of the pamphlet "Practical Information About Injectors" has been issued by the Hayden & Derby Manufacturing Co., 111 Liberty street, New York city. When this pamphlet was first issued the definite information it presented quickly extended its circulation. Steam-users found the data given useful, and a second edition became necessary.

GO SOUTH AT HALF RATES.

Tickets on Sale as Below, at One Fare for the Round Trip plus \$2, via the Great Queen & Crescent Route.

Homeseekers' excursion from Cincinnati, Ohio, and Lexington, Ky.—Round-trip tickets to all points on the Queen & Crescent Route and A. G. S. R. R. south of Somerset, Ky., in Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Texas, Arkansas, Arizona, and to points east of and including Charlotte and Salisbury, in North Carolina, January 28, February 11 and March 10.

Tickets are sold on these dates to points on the Mobile & Ohio Railroad south of Meridian (except Mobile, Ala.) and to points in Georgia on the G. S. & F. and Central of Georgia Railroads.

Tickets are good for thirty days to return. Stop-overs will be allowed under certain conditions on tickets except to Carolina points. Ask agents in regard to stop-overs and return limits.

One-way settlers' tickets are on sale via the Queen & Crescent Route on the first Tuesday in each month to Somerset, Ky., and all points south thereof in the State of Kentucky; also to all points in Alabama, Georgia, Florida, North and South Carolina, Tennessee, Mississippi and Louisiana located east of the Mississippi river.

Information in regard to schedules, rates, the securing of tickets, choice of routes, checking of baggage, etc., cheerfully given upon application to the undersigned:

Chas. W. Zell, D. P. A., 4th and Race, Cincinnati, Ohio; W. A. Beckler, N. P. A., 111 Adams street, Chicago, Ill.; C. A. Baird, T. P. A., corner Woodward and Jefferson avenue, Detroit, Mich.; W. W. Dunnivant, T. P. A., Cleveland, Ohio; W. W. Brooks, C. T. A., 4th and Race, Cincinnati, Ohio; W. W. Jones, immigration agent, Port Huron, Mich.; W. C. Rinecarson, general passenger agent, Cincinnati, Ohio.

TABLE OF CONTENTS.

EDITORIAL:	Page
The Money Question.....	1
The Remarkable Southward Trend of Population.....	1
Gold-Mining in the South.....	2
Of Far Reaching Importance.....	2
Our Manufacturers in Convention.....	3
New Orleans Grain Trade.....	5
Views of Congressmen.....	5
FINANCIAL NEWS:	
Official Bank Changes.....	6
New Corporations.....	6
New Securities.....	6
Interest and Dividends.....	6
Financial Notes.....	6
New Grain Elevator for Mobile, Ala.....	6
Washington College for Young Ladies.....	6
RAILROAD NEWS:	
Kansas City, Pittsburg & Gulf.....	7
From Missouri to the Gulf.....	7
May Build a Second Track.....	7
President of the B. & O.....	7
To Operate Chesapeake & Western.....	7
The Dallas Terminal Road.....	7
Wants the Cincinnati Southern.....	7
An Important Decision.....	7
New B. & O. Division.....	7
Baltimore Capital Interested.....	7
A \$4,000,000 Scheme.....	7
Norfolk & Western Coke Trade.....	7
Change on the Seaboard.....	7
American Contractors in Siberia.....	7
Railroad Notes.....	7
MECHANICAL:	
Improved Plaster and Rock Crusher (Illustrated).....	8
The Miller Gas Engine (Illus.).....	8
Improved Knitting Machine (Illus.).....	9
Sanitary Copper Tub (Illus.).....	9
Anti-Rattler for Buggies (Illus.).....	9
Rubber Trees in Florida.....	9
LUMBER:	
Lumber Market Reviews:	
Baltimore.....	10
Charleston.....	10
Savannah.....	10
Pensacola.....	10
Mobile.....	10
Beaumont.....	11
St. Louis.....	11
A Live Concern.....	11
Lumber Notes.....	11
TEXTILES:	
A Mill of 5000 Spindles for Georgia.....	12
A New Mill for North Carolina.....	12
What a Well-Managed Company Can Do.....	12
Textile Notes.....	12
Iron Markets.....	12
COTTONSEED OIL:	
The Market for Cottonseed Products.....	13
Cottonseed-Oil Notes.....	13
PHOSPHATES:	
Phosphate Markets.....	13
Phosphate and Fertilizer Notes.....	13
CONSTRUCTION DEPARTMENT:	
New Enterprises.....	14
Building Notes.....	15
Railroad Construction.....	15
Machinery Wanted.....	16
Trade Notes.....	17
Trade Literature.....	17
Wood-pulp machinery is described and illustrated in a catalogue issued by the Trevor Manufacturing Co., Lockport, N. Y. A number of special machines of an improved type are shown. This company has furnished the equipment for many highly successful plants, and the character of its machinery is strongly endorsed wherever introduced.	
A folder containing some plain facts about compressed air and its applications is issued by the Ingersoll-Sergeant Drill Co., 26 Cortlandt street, New York city. The use of compressed air becoming so general in railroad and other machine shops has influenced its adoption in many classes of industry. Service with this facile power is now extended in every direction, and a study of the purpose for which it is employed is not only interesting, but will afford suggestions of value.	
Popular \$1.25 Excursions to Washington and Return via the Pennsylvania Railroad.	
Tickets will be sold Saturday and Sunday, February 1 and 2, good on all regular trains in each direction, and valid for return until Monday, February 3.	

Alphabetical Index of Advertisers.

FOR "CLASSIFIED INDEX" SEE PAGES 3, 5 AND 7.

A Abbott, B. S. 1 Ahrens & Ott Mfg. Co. 17 Aiken, Wm. Martin. 21 Akron Belting Co. 10 "Alabama" 22 Alabama Land & Development Co. 38 Albrow, E. D., Co. 24 Allentown Hardware Works. 9 Alsing, J. R., Co. 34 American Ball Nozzle Co. 2 American Banking & Trust Co. 21 American Imp. Anti-Frict. Met. Co. 8 American Ship Windlass Co. 8 American Supply Co. 31 American Well Works. 37 Ames Iron Works. 14 Arctic Machine Manufacturing Co. 42 Armington-Herschell Co. 4 Armstrong, Robt. S., & Bro. 23 Asbrand, C. W. 28 Atkins, E. C., & Co. 26 Atkins, Jos. L. 9 Atlanta Terra Cotta Co. 6 Austin, F. C., Mfg. Co. 35	Chattanooga Steel Roofing Co. 28 Chester Steel Castings Co. 13 Christy Fire Clay Co. 6 Chrome Steel Works. 13 Church, Isaac. 9 Cin., Hamilton & Dayton R. R. 38 Clapp, Geo. M. 23 Clapp & Co. 31 Clark Foundry & Machine Co. 34 Clark, W. J., & Co. 19 Clark, Jeremiah. 30 Cleveland, Lorain & Wheeling R. R. 38 Coaldale Brick & Tile Co. 6 Cocker, Wm. 28 Cohoes Iron Fdy. & Mch. Co. 31 Collins, H. E., & Co. 20 Columbus Iron Works Co. 42 Commercial Electric Co. 40 Commercial Wood & Cement Co. 6 Consolidated Roofing Works. 4 Contractors' Plant Mfg. Co., Ltd. 4 Corbett Mill & Machine Co. 19 Cordesman, Meyer & Co. 27 Cortright Metal Roofing Co. 28 Covert Mfg. Co. 39 Cox, Justice, Jr. 24 Crompton Loom Works. 1 Cronk Hanger Co. 1 Culver Mfg. Co. 9 Cumberland I. & S. Shafting Co. 18 Curtis & Marble. 15 Cutler Mfg. Co. 10 Cypress Tank Co. 8	G Gainesville Iron Works. 34 Gandy Belting Co. 10 Gas Engine & Power Co. 8 Gates Iron Works. 34 General Electric Co. 40 General Fire Extinguisher Co. 8 Gilbert, C. M., & Co. 6 Glascock & Co. 9 Gleason's Sons, John. 27 Glen Cove Machine Co., Ltd. 26 Golden's Foundry & Machine Co. 18 Gordon, Heningham. 6 Goubert Mfg. Co. 18 Graham, J. S., & Co. 4 Graves Elevator Co. 4 Gregory Co., C. E. 43 Guarantors Liability Indemnity Co. 8 Guibert, John C. N. 33 Guild & White. 6	H Haines, Jones & Cadbury Co. 42 Hales & Ballinger. 6 Harrington & King Perforat'g Co. 35 Harris, N. W., & Co. 4 Harrisburg Fdy. & Mach. Works. 16 Hartford Steam Boiler Inspection & Insurance Co. 8 Hathaway, D. P. 23 Hauptman, Leon F. 6 Hausburg, E. O. 9 Heffernan, Wm. A. 28 Help Wanted. 39 Hensch & Dromgold. 47 Hendrick Mfg. Co., Limited. 35 Hewitt, F. R. 22 Hickman, Williams & Co. 24 Hill, Nicholas S., Jr. 6 Hirsch, L. K. 24 Hogan Boiler Co. 17 Holmes, E. & B., Machinery Co. 27 Holmes, Thos. H. 18 Hoopes & Townsend Co. 13 Hoover, Owens & Rentschler Co. 14 Horix Mfg. Co. 39 Horton Mfg. Co. 42 Howard-Harrison Iron Co. 8	I Illinois Central Railroad Co. 38 India Alkali Works. 30 Indiana Machine Works. 27 Ingersoll-Sergeant Drill Co. 20 International Corres. Schools. 41 J Jackson, Luis. 38 Jamieson Fire-Resisting Paint Co. 29 Jarden Brick Co. 33 Jeffrey Mfg. Co. 19 Jenkins Bros. 42 Jenkins & Cochran. 25 Jewell Belting Co. 11 Johns, H. W., Mfg. Co. 21 Johnson, Edwin Lehman. 22 Joseph, Jos., & Bros. 24 Junction Iron & Steel Co. 20 K Kansas City Wheel Scraper Co. 4 Kant, N. G. 22 Kearny, J., Waits, & Son. 29 Keeler, E., Co. 9 Keene Machine Co. 9 Keighley, S., & Co. 29 Kensington Engine Works. 15 Kilbourne & Jacobs Mfg. Co. 42 Kilburn, Lincoln & Co. 30 Knowles Loom Works. 31 Knowles Steam Pump Works. 31 L Lambert Gas & Gasoline Eng. Co. 17 Land Trust Co. of Georgia. 23 Lane Manufacturing Co. 27 Lange, Wm. H. A. 6 Law, Samuel, & Sons, Limited. 30 Lawrence Cement Co. 20 Leffel, James, & Co. 20 Leitch Pump & Machine Works. 37 Leslie, T. H. 38 Link-Belt Engineering Co. 4 Lisman, F. J. 21 Lombard Iron Wks. & Supply Co. 9 Long & Allstatter Co. 12 Lookout Steam Boiler Works. 15 Louisville Paper Co. 28 Lowell Machine Shop. 30 Ludlow, J. L. 6 Ludlow-Saylor Wire Co. 28 Ludlow Valve Mfg. Co. 39 Lunkenheimer Co., The. 18 Lyon, A. I. 6	M Main Belting Co. 10 Makepeace, C. R., & Co. 16 Manhattan Equipment Co. 24 Mann & Co. 9 Manufacturers' Aut. Sprinkler Co. 33 Manufacturers' Engineering Co. 32 Marine Iron Works. 8 Marion Steam Shovel Co. 2 Martien, Wm., & Co. 22 Martin Henry Brick Mch. Mfg. Co. 22 Martindale, Elijah B., Jr. 41 Maryland Steel Co. 16 N Maryland Trust Co. 21 Mason Machine Works. 30 Mason Regulator Co. 37 Maxwell-Mason Tele. Mfg. Co. 37 Mayer, Andrew. 21 McClain Mfg. Co. 9 McClave, Brooks & Co. 9 McCully, R. 34 McEwen, J. H., Mfg. Co. 14 McGowan, John H., Co. 36 McKee, H. L. 23 McKie, Thos. J. 22 McLanahan & Stone. 35 McMillan Bros. & Co. 9 M. William D. J., & Sons. 16 Mecklenburg Iron Works. 16 Melton, A. L. 6 Mercantile Trade List Co. 22 Merchants & Miners' Transp. Co. 38 Metcalf Mfg. Co. 9 Merrill Mfg. Co. 37 Merwin & Richardson. 6 Messerly, J. S. 21 Meyer, Roth & Pastor. 12 Meyers, Fred. J., Mfg. Co. 28 Michel, P. F. 7 Middendorf, Oliver & Co. 21 Miller Gas Engine Co. 17 Milner & Ketig Co. 20 Minnigerode, Wm. 24 Minnigerode & Co. 24 Mishkan, M., & Co. 24 Morganton Land & Improvement Co. 25 Moore Mfg. & Foundry Co. 44 Morris, Tasker & Co. 41 Morse, Williams & Co. 4 Morton, Reed & Co. 16 Moyes, L. M. 15 Mueller, H., Mfg. Co. 37 Mundt & Sons. 35 Munn, S., Son & Co. 21 Munson, Chas., Belting Co. 11 Murphy, John, & Co. 10 Murray, Douglas & Co. 33 Murray, James & Son. 34 O National Pipe Bending Co. 9 National Water-Proof Fibre Co. 29 N. J. Car Spring & Rubber Co. 10 N. J. Car Storage & Equipment Co. 24 Newburg Ice Mch. & Engine Co. 16 Newell Universal Mill Co. 34 New Orleans Roofing & Metal Wks. 29 Newport News Shipbuilding & Dry Dock Co. 8 New York Belt'g & Pack'g Co., Ltd. 21 New York Equipment Co. 21 New York Machinery Depot. 23 New York Mobile & Mex. S. S. Co. 36 New York & New England R. R. 1 Niagara Stamping & Tool Co. 10 Nicholson File Co. 8 Niles Tool Works Co. 23 Norfolk & Western Railroad. 38 North American Metaline Co. 9 Northrop, A., & Co. 29 Norton Emery Wheel Co. 8 Nye & Tredick. 30 P Ober Lathe Co. 26 Oerlein, R. 22 Old Dominion Elec. Cons. Co. 41 Old Dominion Line. 38 O'Neill Mfg. Co. 25 Otto Gas Engine Works. 17 P Pancoast, Henry B., & Co. 13 Patapsco Rubber Co. 10 Payne, Geo. W., & Co. 30 Peacock, George. 4 Peck-Smead Co. 4 Pen Argyl Iron Works. 4 Penberthy Injector Co. 42 Pennsylvania Machine Co., Ltd. 23 Pennsylvania State College. 6 Perkins Mfg. Co. 25 People's Pure Ice Co. 22 Petersburg Iron Works Co. 15 Pettet Machine Works. 31 Philadelphia Eng. Works, Ltd. 17 Phila. Machine Screw Works. 39 Philadelphia Steel Roofing Co. 29 Phoenix Iron Works Co. 4 Pickrell, Percy A. 21 Pittsburg Locomotive Works. 13 Place, George, Machine Co. 23 P. O. Box 253. 22 Point-vent & Favre Lumber Co. 42 Pomona Terra Cotta Co. 22 Porter, H. K., & Co. 13 Poulter & Co. 24 Powhatan Clay Mfg. Co. 33 Pratt, N. P., Laboratory. 6 Prentiss Tool & Supply Co. 23 Price & Co. 25 Price & Heald. 25 Progress Mfg. Co. 33 Providence Knitting Machine Co. 30 Providence Machine Co. 31 Pulsometer Steam Pump Co. 36 Q Q. & C. Company. 12 Queen City Printing Ink Co. 39 Queen City Supply Co. 12 Queen & Crescent Route. 1 R Rand Drill Co. 33 Record Printing House. 1 Reliance Gauge Co. 15 Remington Machine Co. 42 Repauno Chemical Co. 10 Replogle Governor Works. 37 Rhoads, J. E., & Sons. 11 Richmond & York River Line. 38 Richmond Loco. & Mch. Wks. 13 Ridgmont Cement & Mfg. Co. 6 Ripley, H. C. 24 Risdon, T. H., & Co. 35 Rosanoke Roofing & Met. Cor. Co. 29 Roberts Steel Chain Belting Co. 19 Robertson, Jas., Mfg. Co. 35 Robbins, A. K., & Co. 10 Robinson, J. M., & Co. 28 Robinson, Wm. C., & Son. 33 Robinson & Orr. 33 Rogers, S. C., & Co. 28 Ross, Josiah. 1 Ross-Meehan Foundry Co. 6 Rowley & Hermance Co. 26 Ruger, J. W., & Co. 17 Rumsey & Co., Ltd. 37 Ryan-McDonald Mfg. Co. 4	S Salisbury Supply & Commission Co. 23 Saunders, D. Sons. 12 Scaife, Wm. B., & Sons. 2 Schieren, Chas. A., & Co. 10 Schofield's, J. S., Sons & Co. 9 Sebastian-May Co. 12 Seyfert's, L. F., Sons. 23 Shawhan-Treshner Electric Co. 41 Sheppard, S. C. 33 Sheriff, Benj. R. 22 Shultz Belting Co. 11 Simpson, J. S. & G. F. 34 Sinclair, S. H., Co. 24 Situations Wanted. 39 Skinner Chuck Co. 27 Smith-Courney Co. 41 Smith, S. Morgan. 35 Smith & Kirby Co. 24 Smith's Sons Gin & Machine Co. 18 Snow Steam Pump Works. 36 "S. O. M." 24 Southeastern Plaster Co. 6 Southern Elec. Mfg. & Supply Co. 41 Southern Expanded Metal Co. 29 Southern Iron & Equipment Co. 24 Southern Log Cart & Supply Co. 24 Southern Lumber Directory. 25 Southern Pacific Co. 2 Southern Railway Co. 38 Southern Real Estate Exchange. 22 Southern Telephone Co. 41 Southern Terra-Cotta Works. 6 Southern Water Supply Co. 37 Springfield Machine Tool Co. 12 Sprinkle Pulley & Woodware Co. 18 Sprout, Waldron & Co. 19 Standard Dry-Kiln Co. 28 Standard Tool Co. 42 Starr, B. F., & Co. 19 Stearns, E. C., & Co. 19 Steel Rail Supply Co. 24 Stender, William L. 28 Steptoe, J., & Co. 23 Sterling Emery Wheel Mfg. Co. 8 Stevens, A. G. 21 Stevens, H., Sons Co. 42 Stevenson & Co. 10 Stewart, Jas., & Co. 6 Stewart Contracting Co. 36 Stillwell-Bierce & Smith-Vaile Co. 36 Stirling Company. 15 St. Johnsville Agricultural Works. 35 Stow Mfg. Co. 10 Stow Mfg. Co., Ltd. 10 Stromberg-Carlson Tel. Mfg. Co. 41 Struthers, Wells & Co. 14 Sturtevant, B. F., Co. 31 Sullivan Machinery Co. 33 "Superintendent" 22 Suter Linder Pulley Co. 18 T Talbot & Sons Co. 16 Taper-Sleeve Pulley Works. 9 Thursby, Jas. E. 1 Titus, E. E. 32 Tompkins Co., The D. A. 32 Tonkin boiler & Engine Wks. Co. 15 Toomey, Frank. 23 Trenton Iron Co. 4 Trevor Mfg. Co. 27 Tripod Paint Co. 29 Triumph Electric Co. 40 Tudor Boiler Mfg. Co. 15 Turman, Solon B. 22 Tyler, Owen. 29 U Union Central Life Insurance Co. 21 Union Chain Works. 40 Union Foundry & Machine Works. 34 Union Iron Works Co. 4 Union Electric Co. 41 U. S. Machine Co. 27 U. S. Sanitary Co. 7 U. S. Telephone Construction Co. 41 V Vaile & Young. 8 Vaik & Murdoch Iron Works. 15 Valley Iron Works. 17 Vanduzen, E. W., Co. 36 Vulcan Works. 33 W Wagner, A. P., Co. 12 Walker Mfg. Co. 1 Walker & Elliott. 34 Warfield, S. D., Co. 15 Warner Elevator Mfg. Co. 4 Warren Chas. & Mfg. Co. 29 Watkins & Hardaway. 22 Webb, George H. 22 Weber, F., & Co. 37 Webster, Warren, & Co. 18 Wedderburn, John, & Co. 9 Weir Frog Co. 4 Western Maryland Railroad. 38 Westinghouse, Church, Kerr & Co. 14 Westinghouse Elec. & Mfg. Co. 40 Westinghouse Machine Co. 16 Whaley, W. B. Smith, & Co. 6 Wheeling & Lake Erie Railway. 1 White, A. G. 6 White, Thos. H., & Co. 33 White, L. & J., Co. 27 Whitinsville Spinning Ring Co. 42 Whitlock, Chas. M. 42 Whitney, E. S. 17 Wilkinson Mfg. Co. 17 Williams Bros. 37 Williams, I. B., & Sons. 11 Williams, John T., & Son. 21 Wilson, E. H., & Co. 23 Wilson, R. M. 10 Wise, Chas. L. 8 "W. J. H." 22 Wolf, Aug., & Co. 19 Wood, R. D., & Co. 13 Wood's, T. R., Sons. 18 Woolford, N. B. 23 Woolverton & Tinsman. 22 Worthington, Henry R. 30 Wright Company. 12 Wrightsville Hardware Co. 10 X Verkes & Finan Wood'g Mch. Co. 27 Young Lock Nut Co. 41	Y Verkes & Finan Wood'g Mch. Co. 27 Young Lock Nut Co. 41 Z Zerk, marked thus * appear every other week. Zerk, marked thus † appear in first issue of each month. Zerk, marked thus ‡ not in this issue.
--	---	--	--	--	---	---	--

J. WM. MIDDENDORF.

Members Baltimore Stock Exchange.

WM. B. OLIVER.

**MIDDENDORF, OLIVER & CO.
BANKERS AND BROKERS,**No. 213 E. German Street, [KEYES BUILDING.] Baltimore, Md.
Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other Investment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.**CLAPP & COMPANY, BANKERS AND BROKERS,**

Mills Building, NEW YORK.

STOCKS, COTTON, GRAIN.Bank Stocks and Municipal Bonds Bought and Sold. Receive Deposits. Allow Interest.
PRIVATE TELEGRAPH WIRES. LONG DISTANCE TELEPHONE.**PERCY A. PICKRELL,**38 Wall Street,
NEW YORK.**INVESTMENT BANKER,**

Dealer in

High-Grade Securities,
Enterprises of Merit Financed.

CORRESPONDENCE INVITED.

SURETY BONDS OF EVERY KIND.**American Banking & Trust Co.**

OF BALTIMORE CITY.

Equitable Building, Baltimore.

Capital, fully paid, - \$500,000
Stockholders' Liability, - 500,000JAMES BOND, President.
JOHN HUBNER, Vice-Presidents.
JOHN T. STONE, Secretary-Treas.
JOHN K. COWEN, Counsel.

Gives security for Executors, Administrators, Trustees, Receivers, officers of Banks, Corporations, Lodges and Societies, Contractors, Clerks, Messengers, Conductors, Motormen, and all other employees, &c.

GUARANTEES THE FULFILLMENT OF CONTRACTS.

Maryland Trust Co.

Corner South and German Sts.

BALTIMORE.

CAPITAL, - \$1,000,000.

**A LEGAL DEPOSITORY FOR COURT
AND TRUST FUNDS.**

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

J. WILLCOX BROWN, PRESIDENT.

LLOYD L. JACKSON, VICE-PRES.

J. BERNARD SCOTT, Secretary and Treasurer.

DIRECTORS:J. Willcox Brown, Leopold Strouse,
Wm. A. Marburg, Henry Walters,
H. J. Bowdoin, H. A. Parr,
Basil B. Gordon, B. N. Baker,
Lloyd L. Jackson, Andrew D. Jones,
Fred. M. Colston, James Bond,
Joshua Levering, Alexander Brown,
Frank Brown, T. K. Worthington,
W. B. Brooks, Jr., Clayton C. Hall,
W. H. Baldwin, Douglas H. Gordon,
Fredk. W. Wood, of Baltimore.J. D. Baker,
John B. Garrett,Frederick, Md.
Philadelphia.**THE UNION CENTRAL
LIFE INSURANCE COMPANY**

of Cincinnati, Ohio.

Assets over \$13,000,000.

"One of the most pushing, thriving life companies in the land."—Ins. Age, N. Y. City.
Highest interest rate. Lowest death rate.

Safest investments.

JOHN M. PATTISON, E. P. MARSHALL,
President, Secretary.JOHN A. HERNDON, Jr., State Agent,
Manufacturers' Record Bldg Baltimore, Md.**JOHN L. WILLIAMS & SONS,
BANKERS,**

Dealers in RICHMOND, VA.

Southern Investment Securities,
MUNICIPAL BONDS A SPECIALTY.
Correspondence invited.**ANDREW MAYER,**

10 Wall Street, New York.

Investments. Street Railways,
Loans on Collateral, Electric Light Plants,
Commercial Paper, Gas and Water Works,
Capital Procured, Constructed and Reorganized.

Correspondence Solicited.

**Macon & Northern 4 1/2's Certif.
Virginia Midland Serial Bonds
Atlanta & Charlotte Air Line Issues
North Carolina R. R. Stock
Central of Georgia Issues**

and all inactive steam railway securities

DEALT IN, BUT

NO NEW ENTERPRISES PROMOTED.

F. J. LISMAN,

10 Wall Street, NEW YORK.
Member New York Stock Exchange.**FOR SALE,**In the city of
CHARLESTON, S. C.An ideal city for a winter home, full of historic interest, and a climate mild and soft in winter, but not hot enough to be enervating.
A Beautiful

Old Colonial Residence

And a Handsome

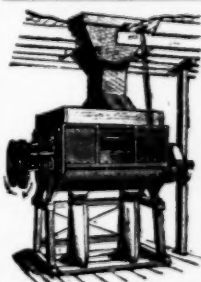
Large Modern Residence.

And Several Choice BUILDING LOTS.

The City of Charleston water supply is obtained from artesian wells, and it has recently been proven to be a valuable dyspeptic cure when used as drinking water, and a rheumatic cure when bathed in hot. Both of these residences are supplied with this water.

Also Timber and Farming Lands and Rice Plantations in South Carolina.

For further particulars address

Exchange Banking & Trust Co.
Charleston, S. C.**THE BROUGHTON
DRY MIXER,
FOR
Hard Plaster, Cement, Paint, &c.**
W. D. DUNNING,
16 W. Water St. SYRACUSE, N. Y.**THE BOOMER & BOSCHERT
KNUCKLE JOINT
PRESS**FOR BALING
Cloth, Paper, Yarn, &c.
Or for any other purpose requiring great pressure.
BOOMER & BOSCHERT PRESS CO.
222 W. WATER ST., SYRACUSE, N. Y.**PROPOSALS.****TO WHOM IT MAY CONCERN**—Plans and specifications will be received by the Board of Supervisors of Rockingham county, Virginia, First—For the repairing of the present Courthouse of said county, building new fire proof vaults or fireproofing present clerk's offices. Second—For the building of a new fire-proof Courthouse, including therein all necessary fire-proof offices, at a cost not to exceed, however, the sum of \$30,000. All plans and specifications to be without cost to the county and to be filed with the Clerk of the Board not later than February 17th, 1896, with right reserved to the said Board to reject any or all of said plans and specifications. By order of Board, J. S. MESSERLEY, Clerk of Board of Supervisors of Rockingham county, Va., Harrisonburg, Va.**TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., January 18, 1896.** Sealed proposals will be received at this office until 2 o'clock P. M. on the 14th day of February, 1896, and opened immediately thereafter, for all the labor and materials required for the floor arches, tower roof, tower stairs, etc., for the U. S. Postoffice building at Washington, D. C., in accordance with drawings and specification, copies of which may be had at this office or the office of the Superintendent, Washington, D. C. Each bid must be accompanied by a certified check for five hundred dollars. The right is reserved to reject any and all bids or to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for Floor Arches, etc., for the U. S. Postoffice at Washington, D. C.," and addressed to WM. MARTIN AIKEN, Supervising Architect.**TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., January 22, 1896.** Sealed proposals will be received at this office until 2 o'clock P. M. on the 15th day of February, 1896, and opened immediately thereafter, for all the labor and materials for furnishing and erecting complete a hydraulic passenger elevator, including pumps, tanks, piping, car, etc., for the U. S. Postoffice, Custom House, etc., building at Jacksonville, Fla., in accordance with the drawings and specifications, copies of which may be had at this office or the office of the Custodian at Jacksonville, Fla. Each bid must be accompanied by a certified check for the sum of one hundred dollars. The right is reserved to reject any or all bids and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for a Hydraulic Passenger Elevator in the U. S. Postoffice, Custom House, etc., at Jacksonville, Fla.," and addressed to WM. MARTIN AIKEN, Supervising Architect.**TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., January 28, 1896.** Sealed proposals will be received at this office until 2 o'clock P. M. on the 25th day of February, 1896, and opened immediately thereafter, for all the labor and materials required for the interior finish, elevator grillage, plumbing, gas piping, electric wire conduits and tower clock for the U. S. Courthouse, Postoffice, etc., building at Wilmington, Del., in accordance with drawings and specification, copies of which may be had at this office or the office of the Superintendent at Wilmington, Del. Each bid must be accompanied by a certified check for \$200. The right is reserved to reject any and all bids and to waive any defect or informality in any bid, if it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Interior Finish, Elevator Grillage, Plumbing, Gas Piping, Electric Wire Conduits and Tower Clock for the U. S. Courthouse, Postoffice, etc., building at Wilmington, Del.," and addressed to WM. MARTIN AIKEN, Supervising Architect.**PROPOSALS FOR POWER HOUSE.**

Proposals will be received at the Office of the Columbia Mills Company, Columbia, S. C., till 4 P. M., February 5th, for the erection of an Electric Power House, for the Columbia Water Power Company, to be located on the banks of the Columbia Canal. Drawings and specifications are now ready. The right to reject any and all proposals is reserved.

A. C. STEVENS, Engineer.

ESTABLISHED 1844.

S. Munn, Son & Co.

NEW YORK CITY. Send for circular. Solicit orders for future delivery.

Correspondence Solicited.

FIRE INSURANCEAT
LOWEST RATES ON RECORD.
CATLIN & BROWNE, 56 & 58 PINE STREET, NEW YORK.**H. W. JOHNS' ASBESTOS
LIQUID PAINTS**

THE STANDARD PAINT FOR STRUCTURAL PURPOSES.

Sample Card and Descriptive Price List free by mail.

H. W. JOHNS MANUFACTURING COMPANY,Asbestos Roofing, Building Felt, Steam Packing, Boiler Coverings, Fire-Proof Paints, Etc.
Asbestos Non-Conducting and Electrical Insulating Materials.

87 MAIDEN LANE, NEW YORK.

JERSEY CITY.

CHICAGO.

PHILADELPHIA.

BOSTON.

LONDON.

Notice to Contractors

The County Commissioners of Forsythe county, N. C., invite sealed proposals for the erection and completion of a new Courthouse agreeable to plans and specifications prepared by Architect Frank P. Milburn, of Kenova, W. Va. Plans will be on file at Phoenix Hotel, Winston, N. C., on and after February 5, 1896. Bids will be received until 1 o'clock P. M., February 17, when said bids will be opened and the decision of the commissioners made public. Each bid must be accompanied with a certified check for \$1000, and made payable to M. D. Bailey, president county court, as evidence, if bid is accepted, they will enter into contract at once, and fill an acceptable bond to Forsythe county, N. C., in the sum of \$25,000, for the faithful performance of same. If they fail to fill said bond the check will be forfeited as liquidated damages to said county. No bid will be considered that does not propose to complete said courthouse on or before October 20th, 1896. The county commissioners reserve the right to reject any or all bids. Proposed cost \$50,000. M. D. BAILEY, President County Court; by F. P. MILBURN, Architect.

PUMPING STATION.OFFICE BOARD COMMISSIONERS, ORLEANS }
LEVEE DISTRICT, MASONIC BUILDING,
NEW ORLEANS, LA., Dec. 24, 1895.

Sealed proposals will be received at the office of this Board up to Tuesday, February 11, 1896, at 1 P. M., for the erection of a pumping station, including machinery, foundations, buildings, etc., in conformity with plans and specifications in this office.

All bidders must deposit \$1,000 in currency or certified check at the time of making bid, to insure signing of contract.

The Board reserves the right to reject any and all bids. Other information as to location and character of work and terms of payment, as also blank forms of proposals may be obtained at the office of the Board.

FELIX J. DREYFOUS, President.
FRANK MARQUEZ, Secretary.**MUNICIPAL BONDS**

FOR SALE.

Sealed bids for the purchase of the following described Bonds, to wit: The Water Works and Electric Light Bonds, issued by the city of Dublin, Ga., to the amount of \$25,000, in denominations of from \$100 to \$5000 each, as desired by purchaser, bearing interest at the rate of 6 per cent. per annum from the date of issue, payable semi-annually in gold at Hanover National Bank, of New York city, the principal amount of said Bonds to become due and payable in gold at Hanover National Bank, aforesaid, thirty years after the date of issue—said bonds having coupons attached thereto covering the interest as same shall become due and payable. Bids will be received for any amount or all of said issue of Bonds up to the said 20th day of February, 1896, and the right is hereby reserved to reject any or all bids.

For further information apply to N. B. Baum, Chairman of Water Works and Electric Light Committee, or to J. B. Sanders, Mayor of Dublin, Ga.

This 16th day of January, 1896.

N. B. BAUM, Chairman,
DUBLIN, GA.Subscribe to the Manufacturers' Record.
Price \$4 a year, or six months for \$2.

SPECIAL Advertisements OF GENERAL Interest.

OPPORTUNITIES FOR INVESTORS.

ICE PLANT FOR SALE. COMPLETE.

Capacity, 30 tons daily. Must be removed at once. A great bargain for any one who can use such a plant. Easy terms offered. Address **THE PEOPLES PURE ICE CO., 218 North Union Street, Chicago, Ill.**

\$30,000 WANTED

For TEN years

At 5 per cent. per annum.
Approved Security. First
Mortgage on real estate in
the City of Tampa, Fla.

For details write to

SOLON B. TURMAN,
TAMPA, FLA.

WANTED.

A Business Partner with \$2000
to \$7000

for working capital for a factory equipped with
recently perfected machinery for the extensive
manufacture of a household commodity of wood.
Decided advantages over other similar factories.
Ready sale to the jobbing trade. Good profits.
Other inducements. Address P. O. BOX 253,
Elizabethton, Tenn.

\$35,000 (Thirty-five Thousand Dollars)

WANTED FOR TEN YEARS.

Interest 6 per cent., payable yearly or every
six months if so desired. Secured by Industrial
Plant, 10 miles of Railroad and 9000 acres of finest
Timber and Trucking Lands in the South. The
money is wanted to develop this property.

D. J. McWILLIAM & SONS,
SOUTH WASHINGTON, N. C.

WANTED.

\$40,000.

This amount of money is desired for investment
in a cotton mill enterprise in South Carolina, for
which a company is now being organized. A mill
of 10,000 spindles will be built and over \$40,000 has
already been subscribed. The site for the mill
has unexcelled advantages.

The amount of money cannot be invested to
better advantage, and I would be glad to corres-
pond with any who care to subscribe the entire
amount or smaller sums. Full investigation
invited. Address,

S. O. M.,
Care Manufacturers' Record.

I WILL MOVE A COTTON MILL of
8000 spindles and 300 looms South to con-
tinue the manufacturing of one of the most
popular makes of goods, if desirable ar-
rangements can be made and good location
found.

C. A. E.,
Care of Manufacturers' Record.

FOR SALE OR RENT.

Desirable Manufacturing Property
At intersection of Washington Ave. and Gwynn's
Falls, Baltimore, Md. Substantial factory build-
ing 50x60, five stories; water power, 120 horse
power; also 120 horse-power engine; several
acres of land. Terms to suit. For price and
further particulars apply to **WM. MARTIN &
CO., 12 St. Paul Street, Baltimore, Md.**

FOR SALE.

A PAINT and OIL BUSINESS
Which has been in successful operation for over
thirty years. Sold on account of ill health of
proprietor. Address

BOX 322, - WILMINGTON, N. C.

FOR SALE.

WATER POWER, MILL AND GINNERY,

In twelve miles of Augusta, Ga. This property
is in good repair and doing a paying business.
Price, \$75,000. Correspondence solicited.

Address **THOS. J. McKIE,**
Woodlawn, S. C.

A PARTY WHO CONTROLS THE LARGEST
UNDEVELOPED DEPOSIT OF BROWN
AND RED ORE IN THE SOUTH desires a
PARTNER who will furnish capital to develop
same. Large contracts for the ore, at remunera-
tive price, can be made with furnaces at Chat-
tahooga and Birmingham.
Address

GEO. H. WEBB,
CHATTANOOGA, TENN.

Kaolin AND Corundum FOR SALE.

Large deposit of superior Kaolin near railroad,
and the most extensive property of massive
Corundum ever found. For particulars write
F. R. HEWITT, Hewitt, Swain County, N. C.

For Rent or Lease.

One Brick Machine and
Blacksmith Shop and
Boiler House with 125 H. P. Boiler in good con-
dition, and
One Wooden Building 50x280 feet.

This property, which is well suited for manu-
facturing purposes, is located on the tracks of the
Atlantic & Danville Railway Co., just beyond the
limits of the City of Portsmouth, Va.

For further information apply to
SUPERINTENDENT,
Atlantic & Danville Railway Co., NORFOLK, VA.

LOOKING For an Investment?

10,000 acres finest COAL and TIMBER
LAND in the South. All in one tract.
Can furnish map and abstract.
This property will bear the closest
investigation.

OPPORTUNITY OF LIFETIME.

F. H. BURT,
HARRIMAN, TENN.

Saw Mill FOR SALE

— TO CLOSE AN ESTATE.

Almost new. Engine, Boiler, Band Mill, two
Gangs, Lath and Picket Mill, Trucks, etc.
Also 6000 feet T Rails.
Sold at a bargain on very easy terms.
Address

WOOLVERTON & TINSMAN,
WILLIAMSPORT, PA.

ATLANTA, GEORGIA.

I am offering for sale just outside of the
"Gate City of the South," and within five
and six miles of the Union Depot

Two Fine Water Powers

so located on main lines of railroads as to
participate in Atlanta freight rates and
enjoy all the privileges accorded manu-
facturing plants within the city. Capacity
from 100 to 250 horse-power on never-
failing streams.

Will subscribe liberally to any well regu-
lated manufacturing plant suitable to the
section.

W. J. H.
Care Manufacturers' Record.

COAL TIMBER OIL

1000 acres on railroad and waters
Monongahela River, near Clarks-
burg, W. Va., consisting of Pitts-
burg vein 9 feet thick. Cannot
be excelled for coke or gas. Location perfect.
Can be bought very low, as owners are "hard up."
20,000 acres in the heart of
the timber region of West
Virginia, that will cut 40,000
feet to the acre. Railroad
facilities. Price very low.
Territory in Harrison, Doddridge,
Gilmer and Lewis counties, W.
Va., ready for development.
We have several thousand acres of coal, timber
and farm lands in addition to the above in West
Virginia, Kentucky, Tennessee and Virginia.
Full particulars on application. Address

The Southern Real Estate Exchange.
CLARKSBURG, W. VA.

COAL PROPERTY

FOR SALE,

In Birmingham, Ala., District

Company holds 20-year lease on 1000
acres of fine coal land. First-class domes-
tic coal. Will also make fine coke. Mines
already open. Capacity 300 tons per day.

Drift Mining, cheapest in Alabama.

Royal'y 3 cts. per ton,

No Restrictions.

Lease and improvements for sale cheap.
A golden opportunity for party with small
capital. Investigation solicited.

Good Reason for Selling.

Address quick,

"ALABAMA,"

Care Manufacturers' Record.

Valuable Brewery

FOR SALE.

Will be sold at public outcry at the
Courthouse in Opelika, Ala., at noon,
MONDAY, FEBRUARY 17, 1896, to
the highest bidder, for cash, the entire
plant of the Chattahoochee Brewing Co.,
located at Columbus, Ga., subject to
bonded debt of \$50,000, due June 19,
1911. This plant represents an invest-
ment of nearly \$200,000, and is capable
of making 30,000 barrels of beer per
annum, the market price of which is \$8
per barrel in Columbus, Ga. The Brewery
is connected with Columbus by a first-
class electric road, over which the freight
of the Brewery is delivered. The prop-
erty consists of fifteen acres of valuable
land on both sides of Holland's creek,
with water rights, etc., ample buildings,
including main building, machinery hall,
brewhouse, bottle-house, boiler-house,
six-room dwelling, cooper and carpenter
shops, stables, etc., with ample cellar
capacity, tanks, barrels, etc.; also 45-ton
daily capacity refrigerating, or twenty-
two and one-half tons of ice; two duplex
vertical engines, thirty-five horse-power
Edison dynamo, steam pumps, oil tanks;
in fact, everything necessary for a well-
equipped Brewery, including horses,
wagons, etc. See Manufacturers' Rec-
ord, November 29, for full particulars.
Address

E. H. EPPING, Secretary,
Columbus, Ga.

R. OERLEIN,
330 Carondelet Street,
NEW ORLEANS, LA.

Mill Agent and Broker,
IN COTTONSEED PRODUCTS,
Choice and prime Cake and Meal for export;
off grades meal. Cottonseed-Hull ashes for fer-
tilizers. Correspondence solicited.

FOR SALE!

The "Pelican" Saw Mill and Man-
ufacturing Co.'s Plant.

In the city of New Orleans, fronting the new
canal. One of the best and best equipped saw
mills in the South. With all modern machinery
in first class condition. Capacity, 75,000 feet per
day. Situated in the heart of New Orleans, on
the bank of the new canal, which runs from the
center of the city to the Lake Pontchartrain,
where plenty of pine, cypress and poplar logs can
be had cheap. Fine at \$1 to \$5, cypress at \$4 to \$6,
poplar at \$5 to \$7 per thousand. Pine bill lumber,
rough, sells at \$10 to \$12 per thousand, cypress at
\$10 to \$25 per thousand. The mill is two years old;
Fier and Stowell machinery; five boilers; engine,
24x30. Planing and dry house also on the grounds.
Plenty of room for the retail yard, sheds, offices,
etc., and everything ready to go to work. A
splendid chance to make money. Mill cost
\$30,000, not including the grounds. Will sell at a
bargain. Apply to

POITEVENT & FAVRE LUMBER CO
618 Common St., New Orleans.

FOR SALE.

6000 ACRES COAL and TIMBER LANDS

located on Big Black Mountain, in Harlan county,
Kentucky, and about seven miles from Big Stone
Gap, Va. This region is, according to the State
reports the richest coal field in the State, and the
coal is very pure and of fine quality. The land
is covered by a heavy virgin forest of oak,
chestnut, whitewood, ash, etc.

N. G. KANT, Owner,
313 Columbia Street, BROOKLYN, N. Y.

Addresses Furnished,

Either in list form or on envelopes,
covering all lines of business in the
United States and Canada. Esti-
mates cheerfully given. Send for
new catalogue.

MERCANTILE TRADE LIST CO.
Station A., PITTSBURG, PA.

BALTIMORE CITY DIRECTORY FOR 1896.

The canvass for the above work has been
completed, and it will be put to press the
21ST DECEMBER.

Parties who have changed their residence
or business locations since the 15TH of
SEPTEMBER, or contemplate changing the
style of their firm, to INSURE A
CORRECT INSERTION IN SAME,
will please address

BENJ. R. SHERIFF,

Manager for R. L. POLK & CO.

112 North Charles Street, BALTIMORE, MD.

THE BRADSTREET Mercantile Agency

WAS ESTABLISHED IN 1849.

Is the oldest and financially the strongest orga-
nization of its kind, working in one interest and
under one management, with more capital invest-
ed in the business, and expends more money
every year for the collection and dissemination of
its information than any similar institution in the
world. Its reports are considered in the light of
a guide by both investors and those contemplating
the granting of credit. In addition to a large
corps of skilled employees, more than one hun-
dred thousand correspondents contribute the re-
sult of their investigation and opinions. Sub-
scriptions are annual, and may commence at any
time the subscriber elects. Details as to prices
and terms will be furnished upon application.

CHARLES F. CLARK, President.
Baltimore Office. - Equitable Building,
117 EPPENHAW St.

EDWIN LEHMAN JOHNSON,

Consulting Expert
in Cotton Oil.

240 Main Street, - - - MEMPHIS, TENN.
2205 Strand, - - - GALVESTON, TEXAS.

The special line of the Consulting Expert's
work is to increase the yield and improve the
quality of crude cotton oil in manufacture.
Correspondence invited.